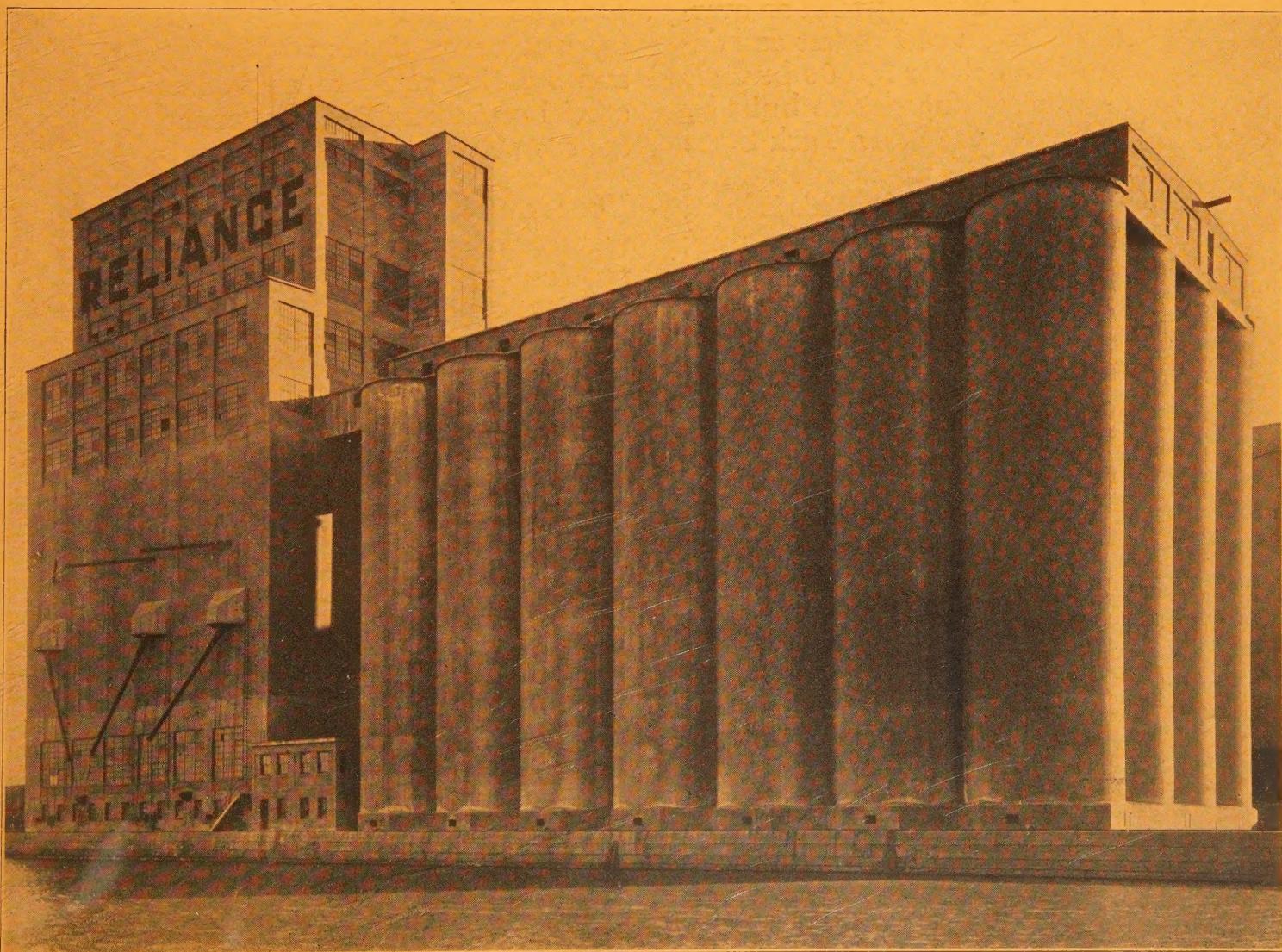


GRAIN DEALERS JOURNAL

In This Number:

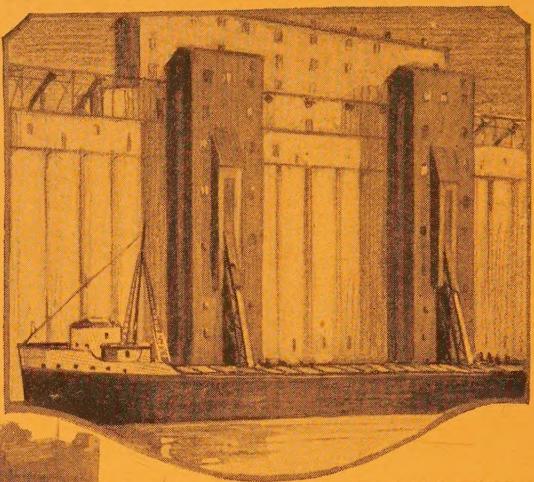
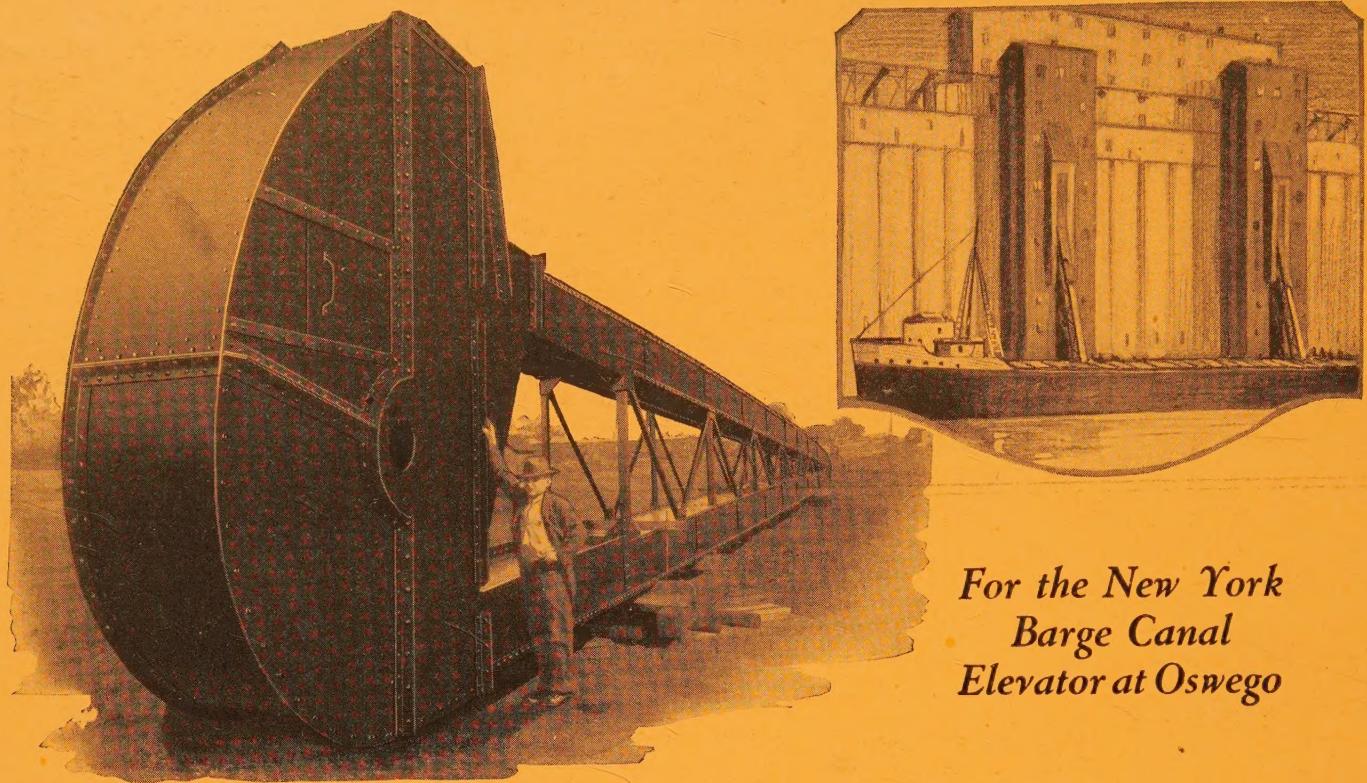
Indiana Dealers Discuss
Co-operative Law
Another Dust Explosion
at Montreal
Natural Shrinkage Controversy
Approaching Settlement

Cotton Futures
at Chicago
Prizes Awarded at
Internat'l Grain and Hay Show
Massachusetts Dealers
Organizing



1,500,000-Bu. Reinforced Concrete Elevator of Reliance Terminal Elevator at Port Arthur, Ont.
[For description see pages 742-743.]

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Elevator at Oswego*

THIS marine leg with an overall length of 104 feet and designed to deliver 25,000 bushels per hour, is one of two built by Dodge for the New York State Barge Canal Terminal Elevator at Oswego, New York. This is but a small part of the grain handling equipment furnished by Dodge for this new terminal being erected under the supervision of James Stewart & Company, Inc.

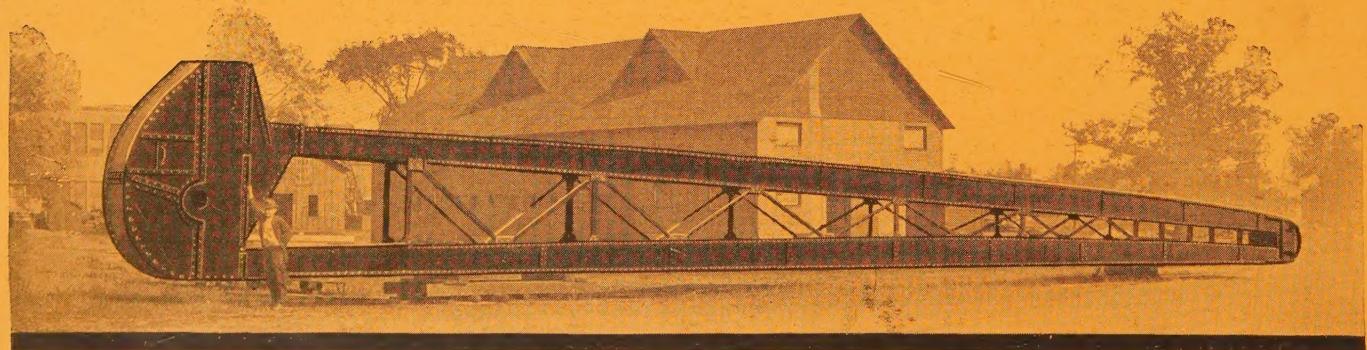
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HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

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(Continued on next page.)

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In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Sworn inspectors and weighers will be maintained by the Chicago Board of Trade at Houston and Galveston. They will inspect, weigh and sample the cotton offered for certification. A separate warehouse receipt must be supplied, however, for each bale.

Trading at Chicago will develop a broad, liquid market. Observers declare it will work an increase in trading in other markets because of increased public interest.

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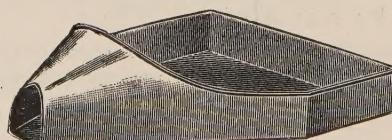
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201-2 Board of Trade KANSAS CITY, MO.

Yes Sir:

*Real
Service*

We Handle Consignments

S. H. Miller Grain Co.
Kansas City Missouri

Rocky Mountain Grain & Com. Co.
Consignments

WHEN YOU BUY—BUY RIGHT.
OUR ADVERTISERS OFFER THE BEST.

Board of Trade
Members

CAIRO

Board of Trade
Members**CORN****Halliday Elevator Company**
GRAIN DEALERS
CAIRO, ILL.**OATS**Grain Exchange
Members**ST. JOSEPH**Grain Exchange
Members**We Want Your
Business
Ask for Our Prices****The A. J. Elevator Company**
ST. JOSEPH, MO.**Hard and Soft Wheat
Corn and Oats
Write, Wire or Phone Us**

BUYERS AND SELLERS OF

CORN
NIEDORP GRAIN CO.
St. Joseph, Mo.**GORDON GRAIN CO.**
CONSIGNMENT SPECIALISTS
ST. JOSEPH, MO.Chamber of Commerce
Members**BALTIMORE**Chamber of Commerce
MembersEstablished 1900
G. A. HAX & CO.
COMMISSION
Grain and Hay
BALTIMORE MARYLANDE. H. BEER & CO., INC.
Successors to
Chas. England & Co., Inc.
GRAIN—HAY—SEEDS
Commission Merchants
308-310 Chamber of Commerce, Baltimore**Baltimore Grain Co.**
Receivers & Exporters
Baltimore Maryland**RECEIVERS, SHIPPERS AND BROKERS****RICHARDSON BROS.**
Brokers
Want Offers
Grain - Flour - Mill Feed
Delivered Philadelphia
Either Export or Domestic
The Bourse**E. A. Grubbs Grain Co.**
BUYERS—SHIPPERS
Good Milling Wheat
GREENVILLE OHIO**The Sheets Elevator Co.**
GRAIN—HAY—STRAW
Cleveland, Ohio**CROWELL ELEVATOR COMPANY**
Receivers and Shippers
GRAIN
Consignments Solicited
OMAHA**L. C. BUTTON CO.**
510-511 Grain Exchange SIOUX CITY, IOWA
General Grain and
Commission Business
USE USSend Your Offerings to
JOSEPH A. ABEL
GRAIN BROKER
D4 Produce Exchange New York, N. Y.**E. P. BACON CO.**
Grain Commission Merchants
Sellers of Cash Grain and
Field Seeds on Consignment
MILWAUKEE--CHICAGO--MINNEAPOLIS**L. W. FORBELL & CO.**
Strictly Commission Merchants
Specialists in WHEAT, CORN, OATS
Consignments Solicited
340-342 Produce Exchange, NEW YORK, N. Y.**E. Stockham Grain Co.**
CONSIGNMENTS
Every Car Gets Personal Service
Omaha, Nebr.
WRITE US YOUR OFFERS**SHIP US YOUR CORN, OATS AND WHEAT**Regardless of its condition. We operate the Superior Elevator
equipped with all modern machinery for handling grain.**PRATT & CO., Operators of Superior Elevator**
910 Chamber of Commerce Buffalo, N. Y.**Marshall-Masters Grain Co.**
522-523 Grain Exchange Bldg.
Oklahoma City, Okla.
GRAIN — FEED — SEED — HAY
Kafir, Milo, Red Oats Specialists

DENVER

shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

T. D. Phelps Grain Co.
Wholesale Grain and Beans.

The Summit Grain Co.

Receivers and shippers of all kinds of grain.
Elevators: Denver, Cheyenne Wells and Arapahoe, Colo.

O. M. Kellogg Grain Co.
Receivers shippers of all kinds of grain.

Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your

shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

Farmers Union Mfg. & Elev. Co.
Millers and Grain Merchants.
38th and Wynkoop Sts.

The Conley-Ross Grain Co.
Wholesale Grain.

The Ady & Crowe Mercantile Co.
Grain, Hay, Beans.

Rocky Mountain Grain Co.
Grain Merchants—Export and Domestic.

Denver Elevator

Wholesale Grain, Flour, Mill, Feed and Pinto Beans.
We operate 30 elevators in eastern Colorado.

Note:—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

Chamber of Commerce
Members

MINNEAPOLIS

Chamber of Commerce
Members

MARFIELD GRAIN CO.
MINNEAPOLIS, MINN.
Receivers and Shippers

CORN -- OATS -- BARLEY -- RYE
For Prompt Shipment in any Quantity
**The VAN DUSEN-
HARRINGTON CO.**
MINNEAPOLIS DULUTH

Cereal Grading Co.
GRAIN MERCHANTS

We buy, sell, store and ship
all kinds of grain. Get our
offers, or try us with your
consignments.

LIBERAL ADVANCES
Operators of Elevator "R"

Chamber of Commerce
MINNEAPOLIS

CARGILL COMMISSION COMPANY

DULUTH

MINNEAPOLIS

MILWAUKEE

EFFICIENCY is our watchword; SATISFACTION your reward

SHIP TO CARGILL

"You can't do better; You might do worse."

DELMAR COMPANY
MINNEAPOLIS, MINN.

Shippers of

Sulphured, Natural and Clipped Oats,
Barley, Durum Wheat. Also
Milling Wheat and Buckwheat
Ask for Samples and Prices.

Merchants Exchange
Members

ST. LOUIS

Merchants Exchange
Members

PICKER & BEARDSLEY COM. CO.

"THE CONSIGNMENT HOUSE OF ST. LOUIS"

GRAIN, HAY, GRASS SEEDS, KAFIR, MILO
125 MERCHANTS EXCHANGE BLDG. ST. LOUIS, MO.

Established 1877

Langenberg Bros. Grain Co.

St. Louis New Orleans

Nanson Commission Co. GRAIN, HAY and SEEDS

202 Merchants Exchange Bldg., ST. LOUIS, MO.

MARTIN & KNOWLTON
GRAIN CO.

SUCCESSORS TO
GOFFE & CARKENER CO.

Receivers and Shippers St. Louis, Mo.



MARSHALL HALL GRAIN COMPANY

HANDED ON COMMISSION
BOUGHT TO ARRIVE
SOLD FOR SHIPMENT
EXPORT

ST. LOUIS
ST. JOSEPH

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.

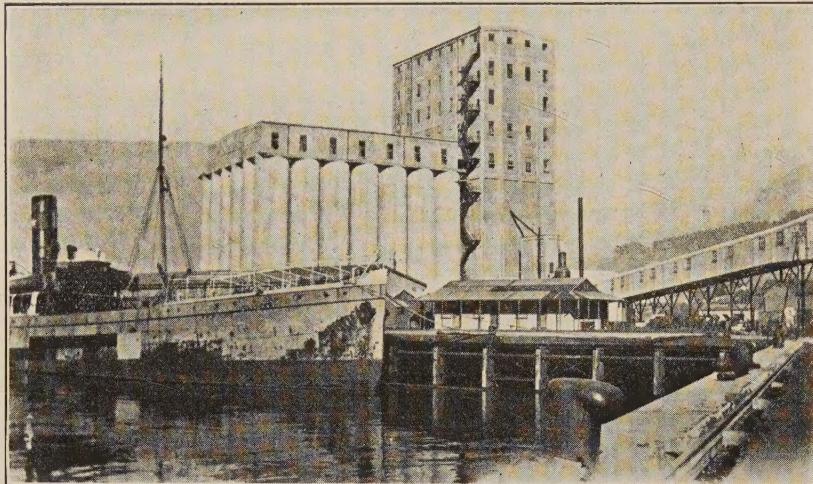
"We Ship What We Sell"

Powell & O'Rourke
Grain Company
Operating Brooklyn St. Elevator
Buyers and Sellers of corn

846 Pierce Bldg. St. Louis

"We Ship What We Sell"

Elevator of the Government of the Union of South Africa at Capetown, S. A.



Where three Richardson Terminal Elevator Automatic Scales, each of 250 tons hourly capacity, weigh grain to ships.

44 Richardson Sacking Scales are also used by the Government at this and other elevators for high speed, labor-saving sacking of wheat, corn and oats

RICHARDSON SCALE COMPANY Passaic, N. J.

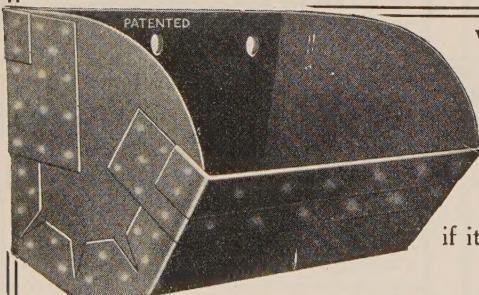
CHICAGO

MINNEAPOLIS

OMAHA

WICHITA

Bolt A Business Boom Onto Your Belts!
HOW?
by Using Superior Elevator
CUPS!



Would your elevators handle a sudden boom in your business if it should come?

They would, if equipped with Superior Elevator Cups, because:

- 1 They will handle more than your present cups, without change of spacing, or of speed.
- 2 They will handle from one to three times more than your present cups, if you change the spacing, and speed up a little.

Write us for full information and free sample cup

K. I. WILLIS CORPORATION
204 18th Street A Moline, Illinois

Canadian Licensee: Geo. W. Reed Co., Ltd., Montreal

No order too large for us to handle;
None too small for us to appreciate.

COST PER YEAR

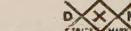
This is an item that should be seriously considered every time a protective paint is purchased.

Some paint is cheap per gallon but exorbitant when judged on the cost per year of service.

Dixon's Silica-Graphite Paint has records of service from ten to fifteen years and as such is the lowest in cost per year of service.

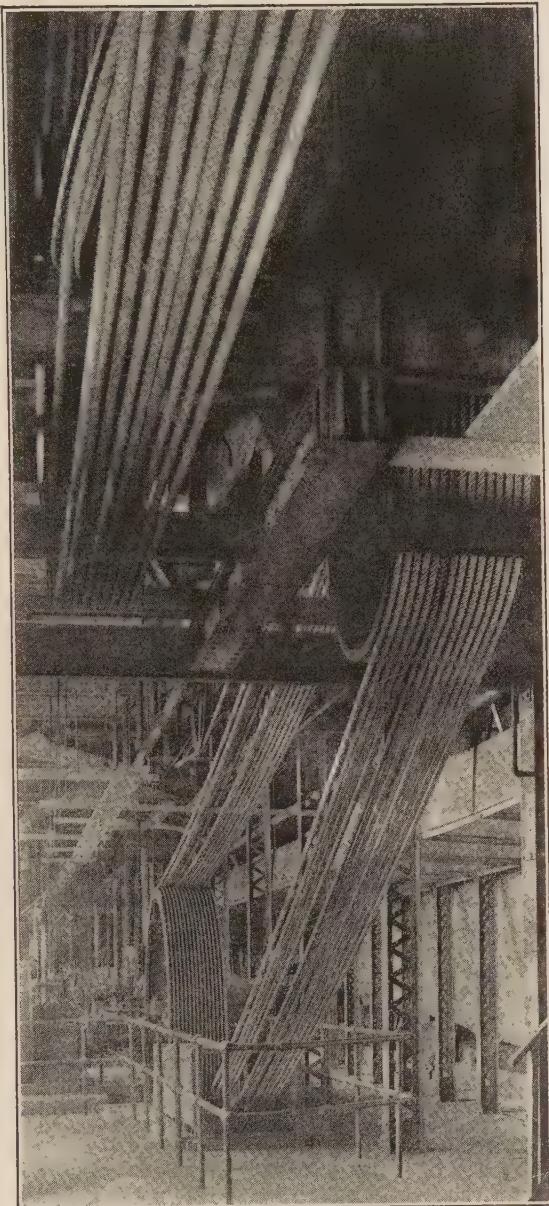
Write for records No. 15-B.

JOSEPH DIXON CRUCIBLE COMPANY
Jersey City New Jersey



Established 1827

Transmitting Power Economically



If you could be shown that a Rope drive is less expensive to maintain than your present drive, (if it is not rope) you would undoubtedly take immediate steps to install one.

Think of the room that is taken up with your various belts and pulleys. Only from 1/2 to 2/3 of that space would be necessary for the satisfactory operation of a Rope drive. You are therefore saving a great deal of valuable space.

Other features, such as the transmission of power around angles, steadiness and lack of slippage, found paramount in a Rope drive, all make for economy.

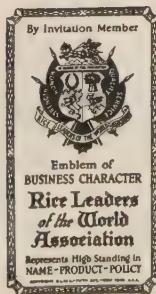
Lower your operating costs by installing a Rope drive and insist upon Columbian, the Guaranteed Transmission Rope. You can tell it by the outside red, white and blue yarns and the Columbian *Tape-Marker* which extends in one strand throughout the entire length of the rope.

Columbian Rope Company

322-60 Genesee Street

Auburn, "The Cordage City" N. Y.

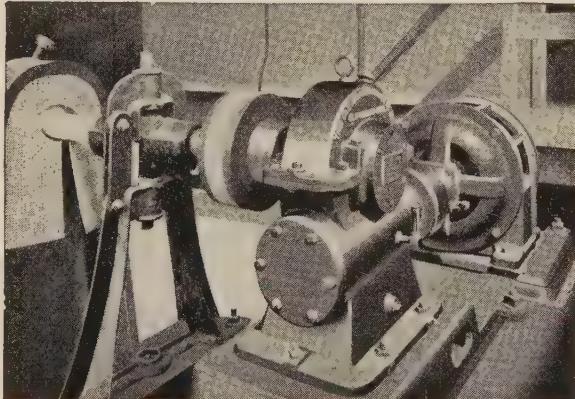
Branches: New York Chicago Boston New Orleans



Cleveland WORM GEAR REDUCTION UNITS

— for Economical
Speed Reduction
in your plant

Elevators, Conveyors, Fans,
and Machines of every kind
can be driven more economi-
cally if you will use Clevelands



Cleveland Worm Gear Reduction Unit driving a Screw Feed Conveyor. Motor 10 HP—720 RPM. Ratio in Worm Drive 9-2/3 to 1.

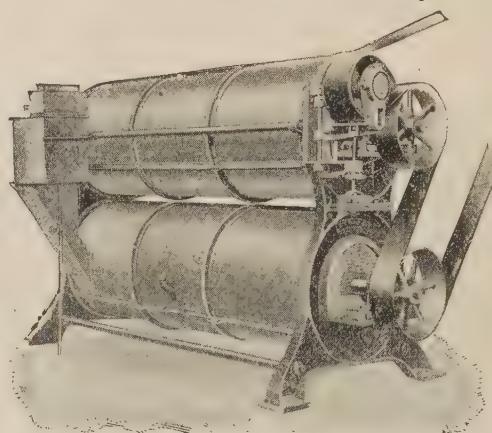
Cleveland Worm Gear Reduction Units are fully enclosed, troubleproof and quiet—the gears operate in a bath of oil. There are only two moving parts to a Cleveland, the worm and the gear—this simplicity means longer life and lower maintenance cost.

Complete information will be sent on request or a nearby representative will gladly call.

The Cleveland Worm & Gear Co.

"America's Pioneers in Worm Gearing"
1502 E. 40th St. Cleveland, Ohio

SMUT? Here's The Remedy



You can

Buy smutty, dirt encrusted wheat.
Sell the same wheat, made absolutely pure and clean.
Profit from this turnover.

But, you can do this only if you are the possessor of a Wolf-Dawson Wheat Washer and Drier.

This machine stands out alone in the grain cleaning field by its ability to remove the sticky clinging smut and dirt from even the smallest crevice of the grain.

Wheat, after being cleaned and conditioned in the Washer and Drier, can be shipped or stored without danger of heating.

THE WOLF COMPANY
CHAMBERSBURG, PA., U. S. A.



"MAN HOURS"

DECades have been wasted sweeping, patching, or renewing concrete floors and steps.

CENTURIES have been wasted sweeping, repairing or relaying wooden floors and steps.

MILLIONS have been wasted through fire, accident and death loss; from broken or inflammable floors and steps.

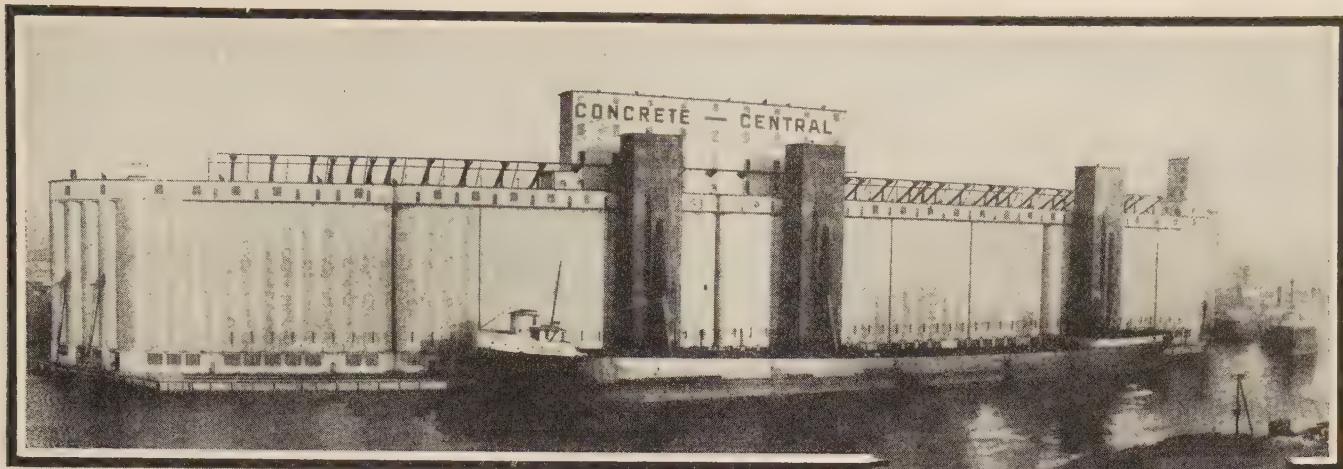
KERLOW does away with all this. Write us for the "hows" and "whys."

KERLOW
GRATING PRODUCTS.

KERLOW STEEL FLOORING CO.
222-238 CULVER AVE.
JERSEY CITY, N.J.



Non-Slipping



Concrete Central Elevator, Buffalo, N. Y. One of the Many Buffalo Terminal Elevators Equipped with Webster Grain Handling Machinery

Machinery for Rapid Handling of Grain

One of the big problems confronting grain elevator operators is their need for efficient disposal or transfer of grain. Whether it be loading, unloading, or transferring from bin to bin, to avoid spillage, the move must be made with speed, and that is where Webster Equipment is most valuable.

Dependability is noticeable wherever one finds Webster Equipment. The operator knows just what can be done in a given period of time and he depends upon the equipment to make good his word.

For nearly half a century the Webster name has been a synonym for Dependable Grain Handling Machinery. Modern terminal elevators all over the country testify to Webster's engineering ability.

Whether your requirements are for handling grain, flour, cereal, or feed, the Webster line stands ready to offer you the best.

Catalog on Request

THE WEBSTER MFG. COMPANY

4500 Cortland Street, CHICAGO

BRANCHES:

Boston
Buffalo

Cincinnati
Cleveland

New York
Philadelphia

Webster-Brinley Company—Seattle and Los Angeles

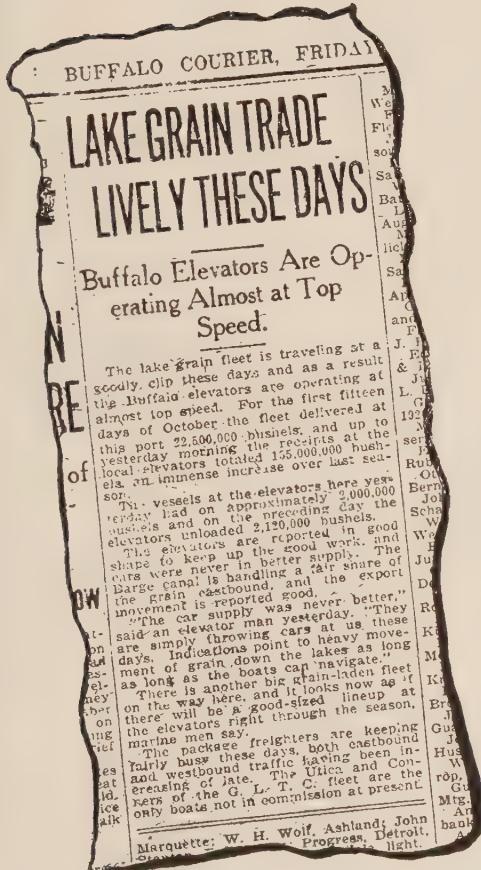
Webster Inglis Limited—Toronto, Ont.

Agencies in Principal Cities

WEBSTER

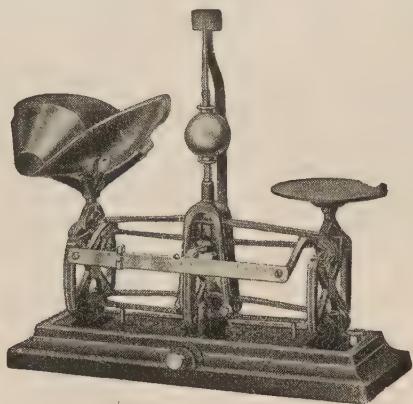
GRAIN ELEVATOR EQUIPMENT

Marine Legs Dock Spouts
Car-loading Spouts
Car Pullers Man Hoists
Automatic Power Shovels
Belt Conveyors and Trippers
Belt Loading Hoppers
Bucket Elevators
Screw Conveyors Sheaves
Elevator Buckets Gears
Sprockets, Chain, Friction
Clutches, etc.



Extensively Used by U. S. Dept. of Agriculture, Federal and State Grain Inspection Departments, Grain Trade, etc.

GRAIN TESTING SCALES



No. 4000

Used in Moisture Testing

Complete catalog No. 335G on request.

THE TORSION BALANCE CO.

New York Chicago San Francisco



Grain Mktg. Co
Chicago
Northrup-King Co.
Minneapolis
Quaker Oats Co., 5 Plants
B. & O. Elevator
Baltimore
J. C. Hunt Grain Co.
Wichita Falls, Tex.
Santa Fe Elevators
Kansas City
Capitol Elevator
Duluth

We have equipped 75% of the terminal elevators built or equipped during the last 20 years in the U. S. and Canada. You can profit by this experience.

Write us for particulars.

Cyclone Blow Pipe Co.

2542-52 W. 21st St. Chicago, Ill.

A CAR-MOVER WITH THE "PUSH"

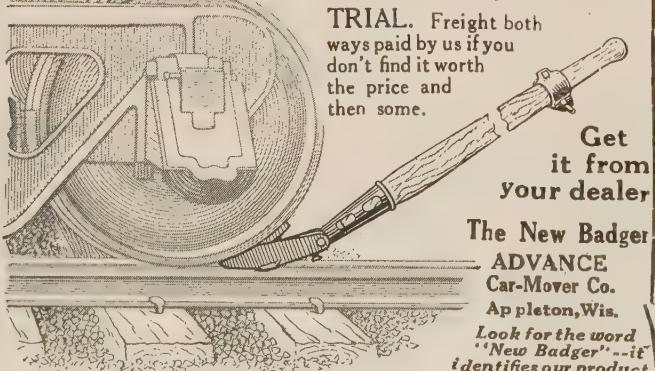
Order one on 30 days' FREE

TRIAL. Freight both ways paid by us if you don't find it worth the price and then some.

Get it from your dealer

The New Badger
ADVANCE
Car-Mover Co.
Appleton, Wis.

Look for the word
"New Badger" -- it identifies our product



WELLER

Elevator Buckets

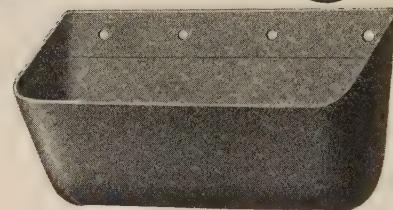
"V" Type

A bucket for high speed and perfect discharge



"Salem"

Weller Buckets are well made and will give the service



We Also Make
Buffalo Favorite and Rialto Buckets
and a Complete Line of
Grain Handling Equipment

Write for prices

WELLER MFG. CO.

1820-1856 N. Kostner Ave.

Chicago, Ill.

SALES OFFICES:

New York Cleveland Boston Detroit Baltimore San Francisco Pittsburgh

WHAT DO YOU NEED?

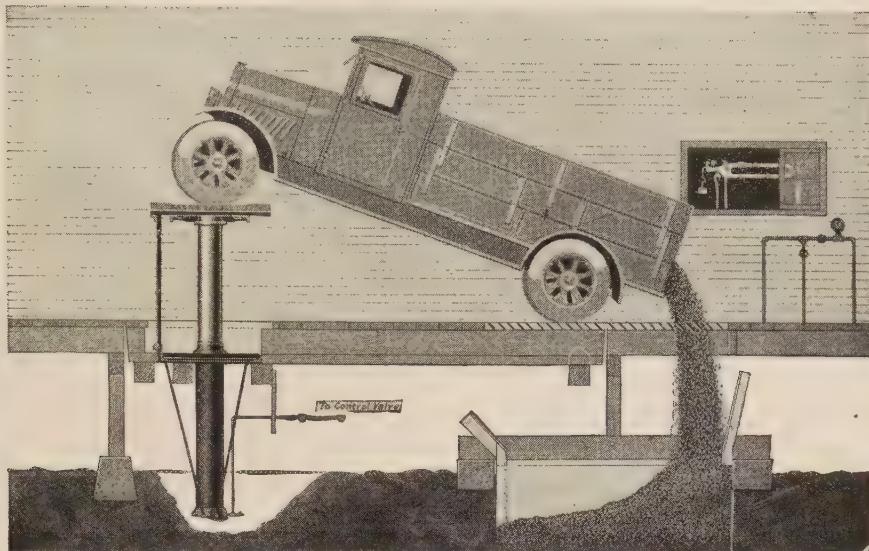
to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Grain Tables
Agricultural Gypsum	Lightning Rods
Attrition Mill	Magnetic Separator
Bag Closing Machine	Manlift
Bags and Burlap	Moisture Tester
Bearings { Roller	Mustard Seed Separator
Beiting	Oat Bleachers and Purifiers
Bin Thermometer	Oat Clipper
Boots	Oat Crusher
Buckets	Pneumatic Conveying Equipment
Car Liners	Portable Elevator
Car Loader	{ Oil Engine
Car Mover	Power { Gas Engine
Car Puller	Motors
Car Seals	Power Shovel
Cleaner	Radio Equipment
Clover Huller	Railroad Claim Books
Coal Conveyor	Renewable Fuse
Corn Cracker	Sample Envelopes
Conveying Machinery	Scales
Distributor	Scale Tickets
Dockage Tester	Scarfing Machine
Drain Circulating Pump	Self-Contained Flour Mill
Dump	Separator
Dust Collector	Sheller { Asbestos
Dust Protector	Sliding-Roofing { Steel
Elevator Brushes	Silent Chain Drive
Elevator Leg	Speed Reduction Gears
Elevator Paint	Storage Tanks
Feed Mill	Spouting
Fire Barrels	Testing Apparatus
Fire Extinguishers	Transmission Machinery
Friction Clutch	Transmission Rope
Grain Driers	Waterproofing (Cement)

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Buro

Grain Dealers Journal, 309 So. La Salle St., Chicago



Cost less in the beginning —and less in the end!

Reasonable price—lowest installation cost—smooth operation—freedom from repairs and trouble—THAT'S HOW YOU'LL SAVE TIME AND MONEY WITH

The Strong-Scott Pneumatic Dump

NO ADDITIONAL FOUNDATION REQUIRED. It hangs directly from the scale platform or from the driveway timbers. Comes completely assembled, ready for air connections. Air tank, compressor and piping for normal installation furnished.

Get this dependable truck and wagon dump. Write today for full information.

**QUEHL
GRATE DOOR**

Replace your old heavy trap door with this strong steel grate. Easily operated, weather tight, holds the heaviest loads. Hundreds in use. The quick, easy way to pass grain. Simple to install. Write for additional information and prices.

Everything for Every Mill and Elevator

The Strong-Scott Mfg Co.
Minneapolis Minn. Great Falls Mont.
In Canada: The Strong-Scott Mfg Co. Ltd. Winnipeg



The Easy Way to Waterproof Concrete Is The Best Way

THE more difficult a thing is to do the more value we place on it, generally speaking.

Such is not the case when it comes to making concrete work, of any kind, water resisting and waterproof for all time.

There are many ways and methods offered the man who wishes to make his elevator pits and basements dry. Of them *all* the most simple to use is an integral waterproofing compound that is added to the mix when the job is poured.

And Medusa Integral Water-

proofing is the most effective integral waterproofing made. It is the most effective because it contains the proper percentage of water-repellent properties, known as the stearate base.

Medusa Waterproofing comes in two forms, either powder or paste. The only difference between the two is the method followed in mixing. Both, in hardened concrete, furnish a percentage of insoluble stearates that overcome the natural tendency of concrete to absorb water—and renders the mass thoroughly waterproof as long as it stands.

The Sandusky Cement Company Dept. G. J. Cleveland

Manufacturers of Medusa Non-Staining White Cement (Plain and Waterproof); Medusa Waterproofing (Powder or Paste); and Medusa Gray Cement (Plain and Waterproofed).

MEDUSA

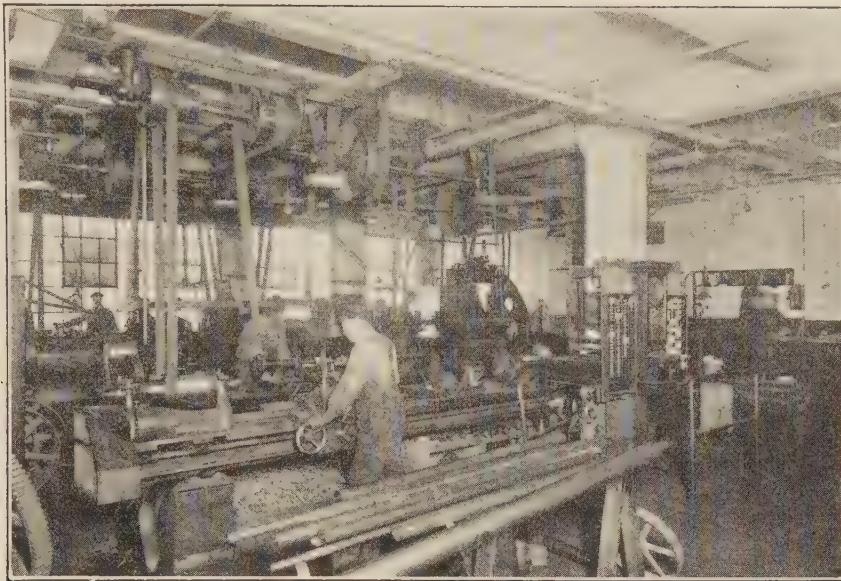
WATERPROOFING

Powder or Paste





"Eureka" - "Invincible" Grain Cleaning Machinery



A part of the Shafting Department — Eureka Works

The Equipment of Our Machine Shops

is modern to the last word.

None but the better mechanics of each trade are employed. They are given machines which augment their own skill and facilitate their work — immense planers, up-to-date lathes large and small, intricate automatic millers, great boring mills, costly radials, scores of drilling machines, automatic tappers, keyseaters and gear cutters, all kept at the peak of efficiency by a corps of toolmakers.

Thousands of dollars worth of jigs and templets play an important part in the building of

"Eureka" and "Invincible" Grain Cleaners

Without these mass-production requirements, cost would be greater and duplication of parts more difficult. The customer gets the benefit of these considerable manufacturing economies—and better machines besides.

REPRESENTATIVES

Wm. Watson, 515—No. 111 W. Jackson Blvd., Chicago
J. Q. Smythe, 3142 Bellefontaine St., Indianapolis, Ind.
F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.

Bert Eesley, Box 363, Fremont, O.

Geo. S. Boss, Grand Hotel, New York City
S. W. Watson, Osburn House, Rochester,
H. C. Purvine, 111 Fifth St., Bristol, Tenn



S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO.
SILVER CREEK, N.Y.



"EUREKA"

"INVINCIBLE"

GRAIN

CLEANING

MACHINERY

Greeting Cards

KEEP up the Christmas Spirit with a message of cheerfulness, do it with holiday greeting cards.

A complete set of samples, Business or Personal greetings, or both kinds with price list, will be mailed promptly for your inspection.

American Embossing Company

193-195 Seneca Street

Buffalo, N. Y.

Conserve
Space—

Space in your elevator or mill is valuable. You can save floor space by using short, silent, American High Speed Chain drives.

American High Speed Chains generate no static electricity—the chief cause of dust explosion. They run without initial tension, with practically no sliding contact, and transmit 98% to 99% of the power applied.

Let one of our engineers help solve your transmission problems.

AMERICAN HIGH SPEED CHAIN CO.
INDIANAPOLIS, U. S. A.

MORSE SILENT CHAIN DRIVES

Transmit power from $\frac{1}{4}$ to 5,000 H.P., with positive speed ratio, 98.6% constant efficiency, quiet operation at all speeds, any convenient distance between sprocket centers, occasional lubrication, long life, low upkeep cost. Unaffected by heat, cold or moisture.

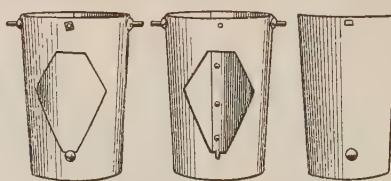
MORSE CHAIN CO., ITHACA, N.Y.

Consult the Morse Engineer in Your Territory

Atlanta, Ga.	Cleveland, Ohio	Philadelphia, Pa.
Baltimore, Md.	Denver, Colo.	Pittsburgh, Pa.
Boston, Mass.	Detroit, Mich.	San Francisco, Cal.
Charlotte, N. C.	Minneapolis, Minn.	St. Louis, Mo.
Chicago, Ill.	New York City	Winnipeg, Man., Can.

2150-80

Kewanee RENEWABLE BOTTOM Grain Spout

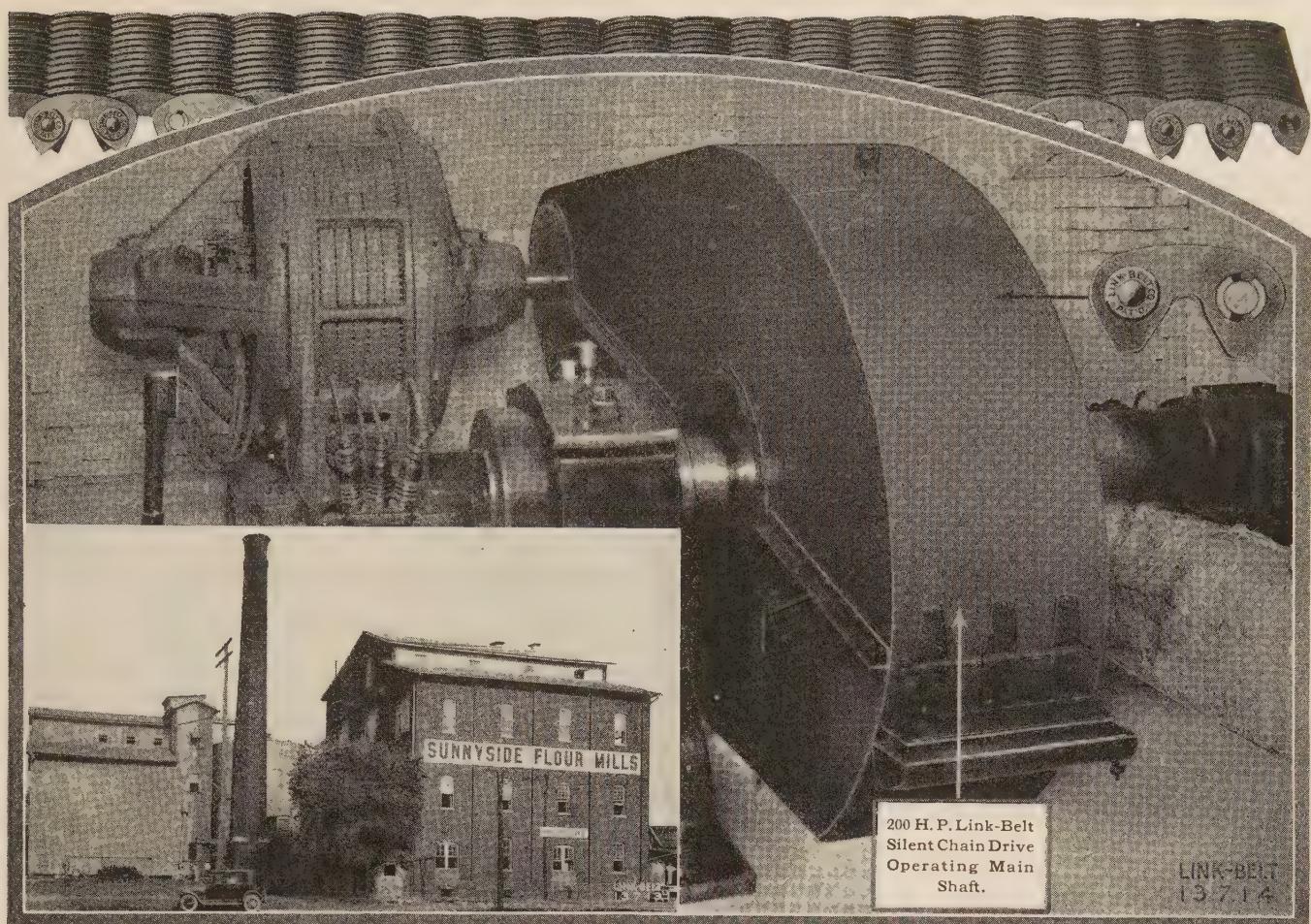


With a pair of pliers you can instantly slip in a new Kewanee bottom—made from tough, special analysis steel. A square shouldered bolt with a square hole in the renewable bottom, prevents the nut from turning. This bolt, and a large oval-headed rivet that slips into a slot holds the bottom firmly in place. The grain cannot wear off the rivet for the hole in the bottom is countersunk and the rivet is then beaded into it.

Don't discard entire spouts, or sections because of small holes. Use a Kewanee Renewable Bottom Spout and when the bottom wears simply slip in a new one which costs only about 37½ cents for the 8" size and smaller. A Kewanee costs a little more than ordinary spouts but outwears a dozen of them. Order One on Trial. We will ship you a Kewanee Grain Spout. Use it a month, six months—a year. If you're not satisfied return it and we will refund your money. All we need know is the outside diameter, or outside rectangular measurements of your down spout, and length of spout wanted.

Kewanee Implement Company

343 Commercial St.
KEWANEE, ILLINOIS



"Increased Our Production 2 Barrels Per Hour"

WITH electric power and Link-Belt Silent Chain Drive we have increased our production 2 barrels per hour, and reduced production charges for power about a cent a barrel. We feel we now have one of the most economical power units in this section of the country".

The plant referred to is that of the Sunnyside Milling Co., Evansville, Ind., which was recently changed over from steam power to electric motor and Link-Belt Silent Chain Drive.

They are so well pleased with the change, writes Mr. Ralph H. Missman, Secy. and Treas., they "would not hesitate to recommend such an installation to anyone".

"We have no doubt of the efficiency of the Link-Belt Silent Chain Drive", continues Mr. Missman, "for we know whenever the motor moves a fraction of an inch, the mill must move correspondingly for there is no slippage in this chain drive".

Send for Link-Belt Silent Chain Data Book No. 125.

LINK-BELT COMPANY

Leading manufacturers of Elevating, Conveying and Power Transmission Machinery
PHILADELPHIA, 2045 Hunting Park Ave.

CHICAGO, 300 W. Pershing Road
Offices in Principal Cities

1996

INDIANAPOLIS, P. O. Box 85

LINK-BELT SILENT CHAIN DRIVES

GRAIN ELEVATOR BUILDERS

Some supposed to be elevator *engineers* will tell you a concrete pit cannot be made water proof.

Would you buy an automobile of a vintage of ten years ago?????

Think this over when looking over plans.

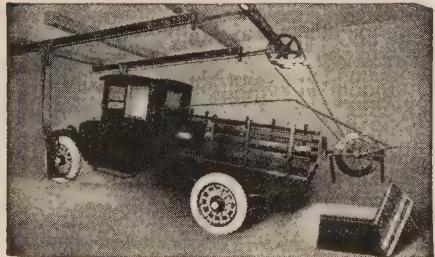
Younglove Construction Co.

Sioux City, Iowa

We build concrete pits that ARE water proof.

BLOOMINGTON CONST. CO.
Bloomington, Ill.
Engineers and Contractors of
GRAIN ELEVATORS
MILLS AND STORAGE TANKS

J. E. STEVENS
53 Devonshire St. Boston, Mass.
Designer and Builder of
MODERN GRAIN ELEVATORS



McMillin Wagon and Truck Dump

If you are having trouble in dumping long coupled wagons or trucks on your regular type of dump or if you are counting on making any changes in your driveway or sinks investigate this dump, as we believe it will come the nearest filling all requirements in the most practical and economical way, in cost of installing, ease of operation, and amount of power used.

One device will take the place of three or four and will handle any length or kind of vehicle regardless of their capacity.

There are no delicate or short lived parts.

There are no parts to leak or freeze.
Write for circulars and description.

ADDRESS

L. J. McMILLIN
525 Board of Trade Building
Indianapolis, Ind.

A. F. ROBERTS
ERECTS
FURNISHES
SABETHA

ELEVATORS
CORN MILLS
WAREHOUSES
PLANS
ESTIMATES
MACHINERY
KANSAS

W. C. BAILEY & SON

Engineers and Contractors
Mills, Elevators and Warehouses
Grain Exchange Bldg., Omaha, Neb.



It takes only a spark

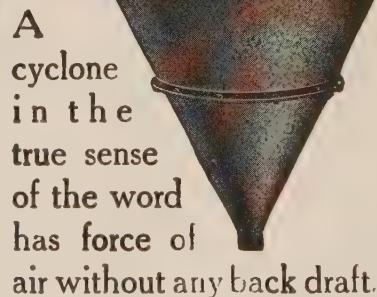
—only a spark to wreck the labor of months, only the click of steel on steel to destroy millions of dollars worth of life and property.

Tramp iron has many times been the cause of complete destruction—and tramp iron is sure to turn up in grain.

The cost of protection is so small. Keep it out with Dings High Intensity Magnetic Separator. Not a particle can escape. Get the Dings free bulletin.

Dings Magnetic Separator Co.
642 Smith St., Milwaukee, Wis.

Dings "High Intensity" Magnetic Separators



The New "1905" Cyclone Dust Collector

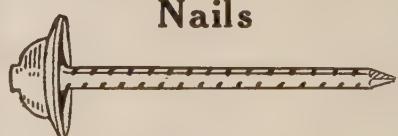
By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

The Knickerbocker Co.
Jackson, Mich.

Siding and Roofing

Corrugated or Flat
Galvanized or Painted
Immediate Shipment from Stock

Nails



Write—Wire—Phone

Steel Mill Warehouse Co.
1449 GENESEE KANSAS CITY, MO.



WANT HELP?

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

GRAIN ELEVATOR BUILDERS

RELIANCE Construction Co.

Board of Trade
Indianapolis, Ind.

Designers and Constructors
of the better class of grain
elevators—concrete or wood.

C. T. STEVENS

C. E. ROOP

C. B. BARUTIO

Stevens Engineering & Construction Co., Incorporated
Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
GRAND-LACLEDE BUILDING ST. LOUIS, MISSOURI

FEDERAL ENGINEERING CO.

Designers and Builders—Grain Elevators, Mills and Warehouses
TOPEKA, KANSAS

- First in Enterprise!
- First in Advertising!
- First in Circulation!
- First in News!

The Grain Dealers Journal

CRAMER BUILT

is the mark designating the best in Grain
Elevator Construction at normal prices

W. H. Cramer Construction Co.
NORTH PLATTE, NEBR.

Plans and Specifications Furnished

★★★ ★★★

The Star Engineering Company

Specialists in
Grain Elevator Construction

Our elevators stand every test.
Appearance, Strength, Durability
and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

★★★ ★★★

WHY-A-LEAK —STOP IT—

BAD ORDER CARS

cause the loss of many hard earned
dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved
by the use of Kennedy Car Liners.
These car liners practically condition
a bad order car and enable
shippers to load cars that otherwise
would be rejected.

KENNEDY SYSTEM of car liners
prevents leakage in transit and are
made for all cases of bad order
cars, consisting of full Standard
Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity
to submit full details of our system
and the low cost for this protection?
We are confident this would demonstrate to you the efficiency
and money saving merits of our car liners.

THE KENNEDY CAR LINER & BAG COMPANY

JELBYVILLE, IND.

Canadian Factory at Woodstock,
Ontario

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

MACDONALD ENGINEERING CO. DESIGNERS AND BUILDERS OF GRAIN ELEVATORS

San Francisco Chicago New York Toronto

D. F. HOAG & CO. Designers and Constructors of GRAIN ELEVATORS

Corn Exchange, Minneapolis

L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS Any Size or Capacity 523 Board of Trade Bldg., Indianapolis, Ind.

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

GRAIN and COAL ELEVATORS T. E. IBBERSON CO. CONTRACTING ENGINEERS MINNEAPOLIS, MINN.

L. D. Rosenbauer, Pres.
H. P. Roberts, V. Pres.

L. W. Lederwood, Sec.
A. E. Owen, Supt. Cons

Southwestern Engineering Company

Designers and Builders of
MODERN MILLS,
ELEVATORS and
INDUSTRIAL PLANTS
SPRINGFIELD, MO.

HORNER & WYATT

Designers of
Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.
Preliminary Sketches and Estimates,
Valuations and Reports.

306 McMillen Bldg., Kansas City, Mo.

Put Your Name

where every progressive
grain dealer will see it
and keep it there.

THAT IS IN THE

Grain Dealers Journal OF CHICAGO

10,000 SHIPPERS
Are now using

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent CLAIM LOSSES

Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice President
617 Railway Exchange Bldg., Chicago, Ill.



CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

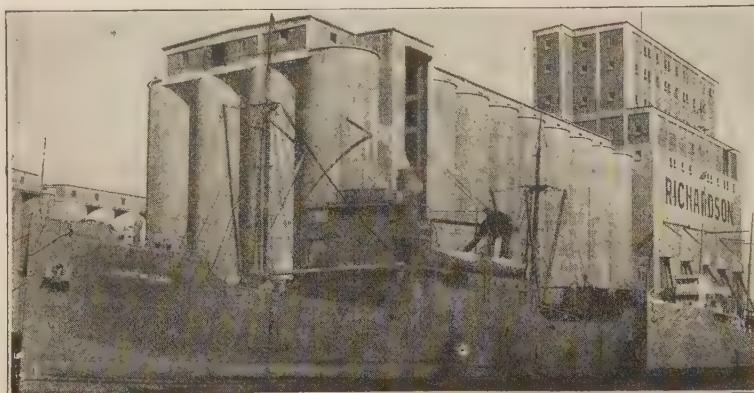
Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus more capacity, lighter draft, longer life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

N. P. BOWSHER CO., SOUTH BEND, IND.





**One of a
Group of Elevators**

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.

The Grain Growers' Grain Company, Limited.

**THE BARNETT-McQUEEN
COMPANY, LIMITED**

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.

**First Unit Municipal Terminals,
City of Norfolk, Virginia, U. S. A.**



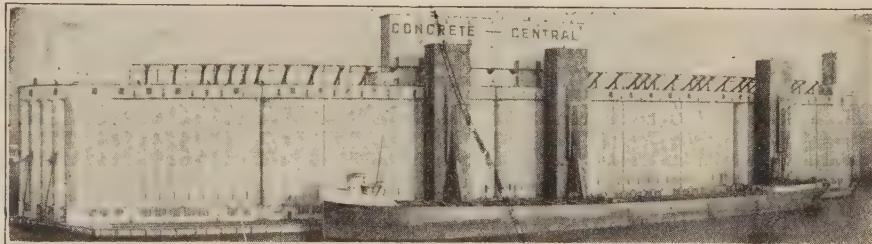
This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

Folwell-Ahlskog Co.

Engineers and Constructors

Chicago, Illinois, U. S. A.

Operated by
The Eastern Grain,
Mill and Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N.Y.
Capacity
4,500,000 Bushels

Designed and Built by

**Monarch Engineering Company
Buffalo, N. Y.**

The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

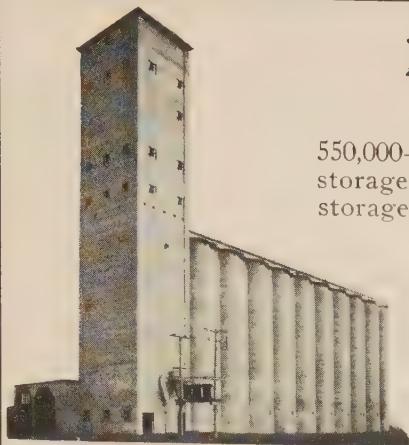
Four Stewart Link-Belt Grain Car Unloaders

*Every day in every way we are designing and building better and better Grain Elevators.
We have built for many of your friends—Eventually we will build for you
Why not now?*



James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World
Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.



Kimbell Milling Company Elevator Fort Worth, Texas

550,000-bushel grain elevator, special design of bin arrangement to facilitate storage and handling of a variety of grains of different grades. Additional storage of 250,000 now under construction.

Designers and Builders

Jones - Hettelsater Construction Co.

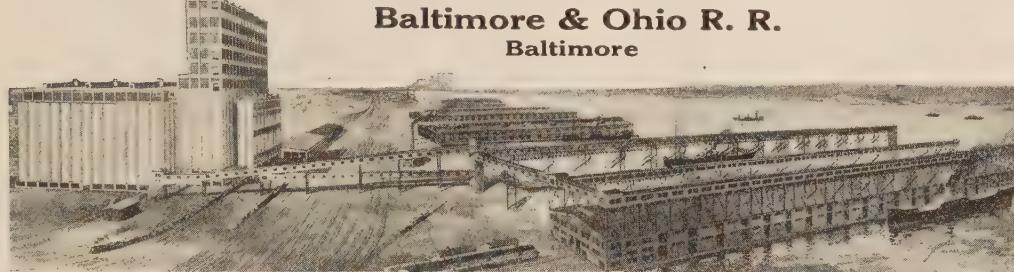
Grain Elevators—Flour and Feed Mills

706 Mutual Bldg.

Kansas City, Mo.

"A 1923 model that speaks for itself"

Baltimore & Ohio R. R.
Baltimore



John S. Metcalf Co.
Grain Elevator Engineers

108 S. La Salle Street
Chicago, Ill.
54 St. Francois Xavier
Street
Montreal, Que.
also at
Melbourne,
Australia
Buenos Aires,
Argentina
Vancouver, B. C.
London,
England

2,000,000 Bushel Elevator
3,000 bbl. Flour Mill
Office Building
Power Plant
Warehouses
and other
Buildings

Built by

Fegles Construction Co., Ltd.

Minneapolis, Minn.

Ft. William, Ont.



State Owned Mill and Elevator, Grand Forks, N. D.

SULPHUR

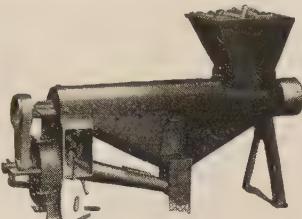
Highest quality for bleaching grains. Guaranteed 99.5% pure and entirely free from arsenic. Quick shipment from mines or nearby stocks.

TEXAS GULF SULPHUR COMPANY

GENERAL OFFICES:
41 E. 42nd St.
New York
N. Y.

MINES:
Gulf
Matagorda County
Texas

WESTERN REPRESENTATIVE:
F. W. Lewis
7 So. Dearborn St
Chicago, Ill.



NO COBWEBS ON A TRIUMPH

The costly story of many grain elevator machines is told by the cobwebs covering them in the dark corners of elevators and storehouses.

You don't see cobwebs on TRIUMPH Corn Shellers because they're in use every day, making money for their owners and turning out a clean product that pleases and keeps customers.

Read the interesting booklet with illustrations about this industrious machine. Your name and address will bring it.

THE C. O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio



SIDNEY ELEVATORS AND MAN LIFTS
They will reduce your handling expense and speed up your work. Easily installed. For quotation give your requirements.
SIDNEY ELEVATOR MFG. CO.
Sidney, Ohio

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



AGRICULTURAL GYPSUM

Tell your farmer friends about it! It increases crops. Carries insect poisons, preserves nitrogen in animal and poultry manure, etc. Write today for valuable book—free!

THE GYPSUM INDUSTRIES
Dept. 94 844 Rush Street Chicago

WHAT DOES CUT CORN MEAN TO YOU?

To successful millers, leaders in the industry, it means a quality product that gives the edge in competition. A MONARCH Cutter will give you that quality with a lower manufacturing cost, which means larger profits.

Better looking corn, a bigger yield of the larger size, with a minimum of chick feed and meal, are the results millers are getting with a MONARCH Rotary Cutter.

Our Booklet KD describes this machine in detail. We have a copy awaiting your request.



SPROUT, WALDRON & CO., 1202 Sherman St., MUNCY, PA.

Chicago Office: 830, 9 South Clinton Street

Kansas City Office: 612 New England Building

THE MONARCH MILL BUILDERS

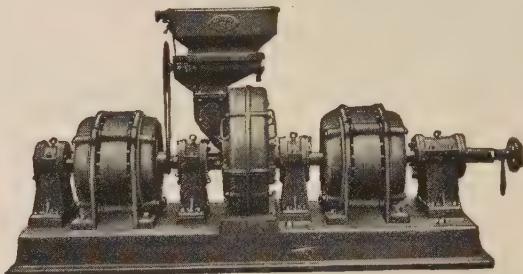
UPKEEP

means a lot to some attrition mill owners, but not to Munson users.

The reason—careful, thorough workmanship and the highest quality of material. Grinding plate costs are lower because all

MUNSON ATTRITION MILLS

are equipped with the original Undercut plates which "grind better and last longer."

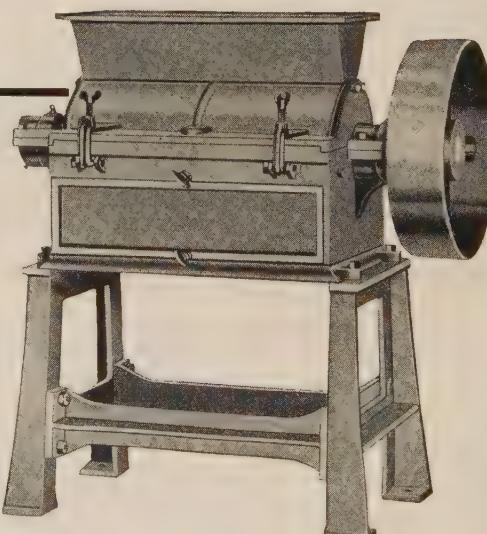


Built by Feed Mill Specialists

Send for Catalog 52 and get acquainted with the Munson—you will like it.

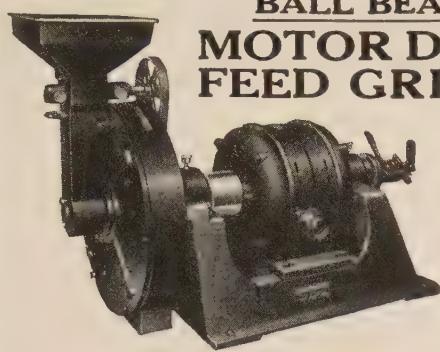
MUNSON MILL MACHINERY CO., Inc.
Established 1825 Utica, N. Y.

Representatives: F. S. Conrad, Cedar Rapids, Ia.; A. F. Ordway & Sons, Beaver Dam, Wis.; Strong-Scott Mfg. Co., Minneapolis, Minn.; A. D. Hughes Co., Wayland, Mich.



The Monarch Rotary Cutter

DREADNAUGHT BALL BEARING MOTOR DRIVEN FEED GRINDER



IT WORKS TO PERFECTION—

We have our Dreadnaught running and wish to advise that it is the best grinding machine we have ever had anything to do with. It certainly works to perfection and we can give it the very highest recommendation.

Kalamazoo, Mich., Nov. 18, 1924 LITTLE Bros.

SIX DREADNAUGHTS IN ONE COMMUNITY

The following firms in Kalamazoo, Michigan, are now operating DREADNAUGHT Grinders:

Frank W. Ashton
L. L. Stevens
Little Bros.

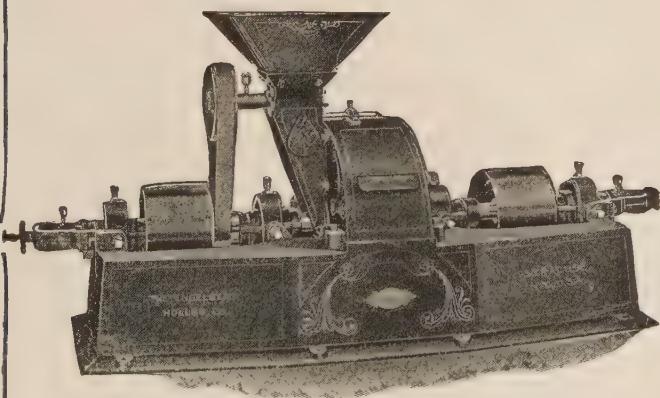
C. C. Huston
A. L. Ashton
Ashton Bros.

It takes a DREADNAUGHT to meet competition for FINE GRINDING — ECONOMY — DURABILITY

Write for our SPECIAL TRIAL OFFER

BRYANT ENGINEERING COMPANY
PORT HURON, MICHIGAN

The "HALSTED" HAS NO EQUAL



No Seal Rings
Scientific

Positive Feed
Economical

Wick Oiler Bearings

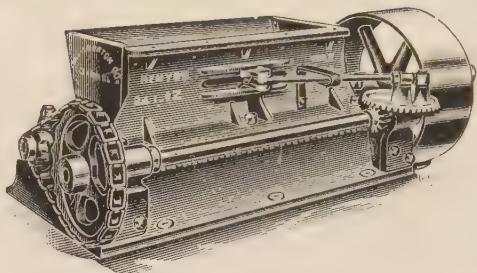
Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.
SYRACUSE, N. Y., U. S. A.

K
E
N
Y
O
N



More Than Ever—

will corn be ground, fed, and sold "on the hoof." That means a big business for the man who can grind this corn.

KENYON CORN CRUSHER

shreds the corn—cobs, husks and kernels—to just the right size for your attrition mill. It handles 75 to 100 bushels an hour, regardless of condition—whether it be

Soft Corn Husked Corn
Hard Corn Snapped Corn

and horseshoes, bolts, chains or monkey wrenches in the corn do no damage.

Write today for full information and prices, and be prepared to profit by this big business.

Burgess-Norton Mfg. Co.

535 Richards Street

Geneva, Illinois

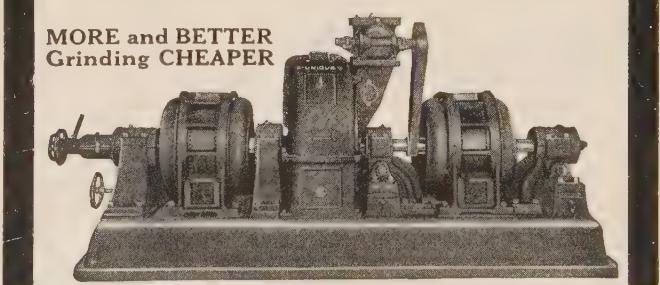
In the heart of the Corn Country

A SOUND INVESTMENT—

Here is a machine that builds up a profitable feed grinding business which turns slack times into busy times—pays the overhead expenses of your mill or elevator—and shows a nice profit.

UNIQUE Ball Bearing Attrition Mill

MORE and BETTER
Grinding CHEAPER



Install this most modern feed grinder and let your business flourish. A UNIQUE Mill will give you greater capacity—grind a better product—and keep operating expenses lower than any other feed grinder on the market. This is assured by exclusive patented features.

Ask for Catalog No. 12, which illustrates and describes the machine in full. No cost or obligation to you.

ROBINSON MFG. CO.
42 ROBINSON BLDG. MUNCY, PENNA.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

FOR SALE—Terminal elevator and Kansas Line. 250,000 bus. at half replacement value payments. Allin, Coffeyville, Kansas.

NORTHERN ILLINOIS—3 country grain elevators for sale with lumber yard attached. All in good repair. Address 51W2, Grain Dealers Journal, Chicago, Illinois.

NORTHERN IOWA elevator for sale, located in very good town with good territory for business. For terms and particulars address 52J8, Grain Dealers Journal, Chicago, Ill.

SOME SERVICE to your ads. I sold my elevator to the first man that answered the ad. But I received a nice number of inquiries, too. Kansas Dealer.

IOWA—25,000-bu. cribbed elevator for sale; well equipped with machinery. Good competition and handle 225,000 to 275,000 bus. yearly. Big oat and fair corn crop. Address 53X19, Grain Dealers Journal, Chicago, Ill.

INDIANA—A 20,000 bushel iron clad grain elevator and retail lumber yard for sale. This property is located in the Corn and Oat Belt of Indiana. Address 53V16, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS—Elevator and coal business, also residence for sale. Excellent opportunity; located in corn belt on Wabash R. R. Bargain if sold within next 30 days. Address 53X13, Grain Dealers Journal, Chicago, Ill.

CENTRAL OKLAHOMA—7,000 bu. elevator, modernly equipped, warehouse, crib, office, on R.R. right-of-way, sheller, cleaner, 2 grinders, 25 h.p. engine. Will sell cheap. Write or wire W. M. Stoner, Box 29, Cashion, Okla.

MISSOURI—Grain elevator, feed store, hay and straw barn, coal and wood sheds, seed bins, etc., for sale; located 60 miles west St. Louis on Wabash R. R. and on concrete road. Address A. E. Klingenberg, Truesdale, Mo.

NORTHERN INDIANA—Modern elevator, flour and feed business, county seat city of 11,000 population, 50 miles from Chicago. Greatest dairy section in state. Old established, going business. Good yearly profits. Satisfactory reasons for selling. Address 53Y7, Grain Dealers Journal, Chicago, Ill.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ILLINOIS—John Bowlin's elevator at Moon Station in Livingston County, Ill., for sale. The elevator has a capacity of 28,000 bushels of grain and is located 4 miles from Streator, Ill., on the main line of the Santa Fe. The property consists of elevator, coal shed, oil storage room and fixtures, gasoline engine, office fixtures and scales. The property must be sold to settle the estate of John Bowlin, deceased. Interested parties address Ben Cossel, Streator, Illinois, Route 1.

ELEVATORS FOR SALE.

SNAP PRICE on good 25,000 bu. elevator, southern Minn., first class station. Address 53W20, Grain Dealers Journal, Chicago, Ill.

WIS.—Up-to-date grain elevator, flour and feed house for sale; reasonable. Write E. Hauerbrook, 1272 Walnut St., Green Bay, Wis.

IOWA—20,000 bushel iron clad elevator for sale; feed and coal sheds; main line I. C. R. R. For particulars address 53V24, Grain Dealers Journal, Chicago, Ill.

EASTERN NEBRASKA—Several elevators and lumber yards for sale; well located. These are choice properties. If interested write 53X21, Grain Dealers Journal, Chicago, Ill.

NORTHWEST IOWA—Two grain elevators, 15 and 20 thousand bu. capacity for sale. Located at good grain points in the heart of the corn country. Plymouth Mfg. Co., LeMars, Ia.

OHIO—Country elevator for sale; splendid sideline, feed, coal, etc. Best grain producing section of Ohio. Priced right. Address 53V3, Grain Dealers Journal, Chicago, Ill.

A former Iowa elevator owner who advertised his plant in our "Elevators For Sale" columns writes in as follows: "I sold my plant to the first party answering my ad which I had in the Journal."

CENTRAL ILLINOIS—25,000 bu. elevator for sale on private grounds; handling grain, coal, tile, flour and feed. Possession by January 1, 1925. Address 53Y6, Grain Dealers Journal, Chicago, Illinois.

INDIANA—Well located elevator for sale in good city of 10,000, in heart of best farming district in Indiana. Good reason for selling and low price. Address 53Q31, Grain Dealers Journal, Chicago, Illinois.

OHIO—Grain elevator for sale; fully equipped; located in the best farming section of Ohio; modern residence and store room in connection. A wonderful place to make money. James H. Anderson, Washington C. H., Ohio.

CENTRAL ILLINOIS—15,000 bu. elevator for sale; on private ground; electric equipment; located on I. C. R. R.; best grain country. Price right; can make terms; possession at once. Write 53R5, Grain Dealers Journal, Chicago, Ill.

MISSOURI—Splendid grain elevator and coal business for sale; elevator capacity 21,000 bushels; several other buildings near elevator suitable for mill feeds or poultry. For particulars address 53V1, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR FOR SALE—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

CENTRAL ILLINOIS—Two modern elevators for sale, handling nearly half million bushels grain annually. Good coal business in connection. Elevators, 20,000 and 30,000 bushel capacity, well equipped, in excellent repair. Good competition and territories. Price \$25,000. Address 53V28, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

CENTRAL INDIANA—Elevator for sale. Priced right, location considered. Address 53V29, Grain Dealers Journal, Chicago, Ill.

NORTHERN KANSAS—Two elevators for sale on main line Rock Island; located in first class alfalfa, corn and wheat section. Address 53Y17, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—Two 35,000 bu. iron clad modern elevators for sale or would consider trade for farm. Located in central grain belt. Will make good deal for quick turn. Address 53Y10, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA—Modern 15,000 bushel elevator doing good business in grain, feed, coal, etc. Terms \$5,000 cash, balance one, two and three years. Might trade for Indianapolis real estate or good central Indiana farm. Address 53Y14, Grain Dealers Journal, Chicago, Ill.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

ELEVATOR FOR SALE OR LEASE.

IOWA—Elevator for sale or lease; first class condition; electric power; situated on Milwaukee Railroad. Chas. Barten, Manning, Ia.

ELEVATOR FOR LEASE.

SOUTH DAKOTA—My grain elevator at Corsico in good grain territory for lease. Address 53Y11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

ALWAYS HAVE grain elevators for sale. J. M. Maguire, 6440 Minerva Ave., Chicago, Ill.

ELEVATORS AND MILLS FOR SALE.

ZARAH, KANSAS—Elevator and feed mill for sale; capacity 14,000 bus.; electrically equipped; built new 1921. Address 53Y8, Grain Dealers Journal, Chicago, Illinois.

OHIO—Five (5) grain elevators, one (1) corn meal mill and feed mill (known as "The Heffner mill") and one (1) flour and meal mill (known as "The Crites Mill") in Circleville, Ohio, and vicinity, will be sold at public auction, by order of Court, by the Receivers of the Dixie Mills Co., on Monday, December 22nd, 1924, at 1 p. m. Full particulars and descriptions furnished upon request. Opportunities of a lifetime to acquire valuable elevator and milling properties cheap. Address: Receivers of the Dixie Mills Company, Circleville, Ohio.

FOR RENT.

OUR PLANT which we operated as a feed store for 40 years and until October 1st, 1924. 1923 sales \$175,000.00. Address Conklin & Cummins, Goshen, New York.

STOP! READ! THINK! This advertiser writes—"Your service brought me 24 replies." We can do the same for you. Don't wait, write NOW.

ELEVATORS WANTED.

WANTED—Two good Michigan Country Elevators for cash. Give price and full particulars, addressing P. O. Box 341, Jackson, Mich.

YOU MAY BE MISSING SOMETHING.
AN ILLINOIS elevator company running a 3 line ad in one issue says: "We had 25 applications from that ad. Thank you."

YOUNG GRAIN MAN wants to lease elevator for cash or operate on percentage basis and furnish buying capital. Address 53X4, Grain Dealers Journal, Chicago, Ill.

WANT ELEVATOR well located and reasonable, prefer Ill. or Minn. in exchange for good Montana farm land. Give price and full description. Address 53W5, Grain Dealers Journal, Chicago, Illinois.

WANT TO BUY ELEVATOR with flour, feed, coal, seed and grinding business in Wisconsin. Will consider a responsible position if wages are satisfactory. Address 53X1, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITY

An Old Successful FIELD SEED BUSINESS To Lease.

A great opportunity to secure a long established business. For 30 years it has paid good profits every year. It is the only wholesale Field Seed House in Detroit, a city of 1,250,000. A well equipped plant in a splendid location. Will lease for a term of years, including building, machinery, valuable trade brands and good will. If interested advise and we will give further particulars.

CAUGHEY-JOSSMAN CO.
Detroit, Mich.

SITUATION WANTED.

WANTED—Position as elevator manager; 20 years experience in grain business. Can furnish references. Address 53Y15, Grain Dealers Journal, Chicago, Illinois.

WANTED POSITION as manager for Farmers' Elevator or Line Company; twelve years' experience. Best of references. Address H. L. Walsh, Sac City, Iowa.

POSITION WANTED as manager of elevator; 20 years' experience in grain, coal and feed business. Address 53X10, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as manager of farmers elevator; 12 years experience in grain, lumber, hardware, implements and livestock. Address 53Y9, Grain Dealers Journal, Chicago, Ill.

WANT position as manager of elevator; 16 years' experience in grain, coal and feed business; can furnish first class reference. Write 53T18, Grain Dealers Journal, Chicago, Ill.

MAN AND WIFE want position as manager and bookkeeper of country elevator; 3 years' experience in grain, feed, flour, etc. Can furnish best of references. Address 53V11, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as manager of good country station, by experienced grain buyer; good bookkeeper. Would consider position as auditor of line of country elevators. Address 53X24, Grain Dealers Journal, Chicago, Ill.

MAN WITH 24 YEARS' experience in the grain business wants position with some good firm; capable of handling any position; now employed, desires a change. Address 53U4, Grain Dealers Journal, Chicago, Illinois.

STOP! If our ad runs any longer we will have to refuse to let the mailman in. As it is we have had to put on two extra stenographers just to answer queries.—W. K.

HELP WANTED.

WANTED—Man to run country elevator; grain, feed, agricultural machinery, grinding. The Dadmun Company, Whitewater, Wisconsin.

WANTED—Competent man for country elevator, must have had experience. Married man preferred, house furnished. Address 53Y1, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN WANTED, not over thirty years of age, to travel soliciting grain business and buying grain through Illinois, Missouri, Kansas and Nebraska. Must come well recommended. Address 53X15, Grain Dealers Journal, Chicago, Illinois.

EXPERIENCED MANAGER wanted to take my position with farmers elevator; must have \$2,000 to buy my interest in farm and stock in elevator. Address 53Y19, Grain Dealers Journal, Chicago, Ill.

WANTED AT ONCE SALESMEN.

To cover consuming sections of Southern and Eastern territories selling complete line Molas- ses Horse Feeds, Dairy and Poultry, Feeds on commission basis. Applicants must have had previous experience in selling as well as acquaintance in territory to be worked. Very attractive proposition to right parties. Address all replies to P. O. Box 204, C. S. Station, Toledo, Ohio.

BROKERS WANTED.

WANTED BROKERS to solicit grain consignments for Milwaukee market. Address Charles A. Krause Milling Co., Grain Division, Milwaukee, Wisconsin.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed, made of very heavy manila for strength and durability and to withstand hard usage. Special folding method for closing envelope. Have a in lots of 500, \$2.50 per hundred, f.o.b. Chicago. limited supply to sell at \$2.75 per hundred or Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.



Make Your Business

A Christmas present that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to **The GRAIN DEALERS JOURNAL.**

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the Grain Dealers Journal on the 10th and 25th of each month. Enclosed find Two Dollars to pay for one year.

Name of Firm.....

Capacity of Elevator Post Office.....

..... bus. State.....



Use Universal Grain Code.

The GRAIN DEALERS JOURNAL.

MACHINES FOR SALE

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

NO. 7 SULLIVAN Corn and Cob Crusher, with tight and loose pulleys, practically new. Price \$75.00. Address G. & A. Weisheimer, Station B, Columbus, Ohio.

ATTENTION! BARGAIN.

Four—120 bushel Nordyke & Marmon Drier, and Cooler, latest style. Wire us for price on these. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Missouri.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

FOR SALE—2 Monarch Attrition Mills 20" and 24" motor driven ball bearing; 20" Unique Attrition Mill; 20" and 24" Dreadnaughts; 1 Munson (the best mill made) 24" motor driven B.B. (new). Spiral steel conveyor; Union special Bag sewing machine; mixers; corn graders; Bean cleaners; Dust collectors cyclone type special price; pulleys; hangers; one 56" water wheel; Automatic scales. Everything for the elevator. A. D. Hughes Co., Wayland, Mich.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

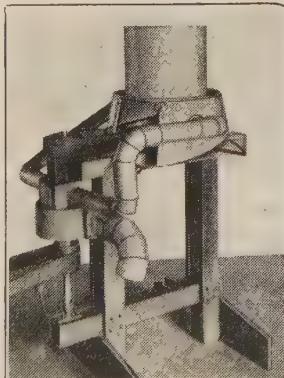
Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

W. R. Leathers, Mgr.

9 S. Clinton St. Chicago, Ill.

EXPERT Huller and Scarifier



It
HULLS
SCARIFIES

All Metal Working Parts

CLELAND MFG. CO.
2802 Washington Ave., No.
Minneapolis, Minn.

MACHINES FOR SALE

ATTRITION MILL.

Two—36" Bauer Ball Bearing Attrition Mills, cheap for quick sale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

THE BEST WAY to dispose of anything is to advertise it. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of this publication.

MACHINES WANTED.

WANT TO BUY a used Attrition Mill; must be in A No. 1 condition; with electric motors. Write Waldschmidt & Schneider, Metamora, Ill.

MOTORS FOR SALE.

40 H.P. WAGNER Motor, 3 phase, 60 cycle, 220 volt, 1140 R.P.M. In A-1 condition. O. B. Armstrong, Fairfield, Ohio.

FOR SALE—One 5 H.P. and one 7.5 H.P. Westinghouse 3 Phase Motors, 440 Volt with Westinghouse auto starters complete. Address Decorah Seed Co., Decorah, Iowa.

DYNAMOS—MOTORS.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

ENGINES FOR SALE.

GAS ENGINE—30 h.p. Stover, excellent shape. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

30 H.P. FOOS Engine for sale; good as new; priced right. Address E. C. Wegener Grain Company, Minco, Oklahoma.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

ONE BROWN-COCHRAN Gas Engine for sale, 20 h.p., speed 215, in good condition. Price \$200 f. o. b. Buckley, Ill. Motors now used. Buckley Farmers' Grain Co., Buckley, Ill.

20 H.P. MUNCIE Oil Engine with muffler, fuel barrel, 36-inch clutch pulley complete; used only 18 months; price \$400 f. o. b. Connersville, Ind. Address Earl W. Wise, 520 Eastern Ave., Connersville, Indiana.

DIESEL OIL ENGINES

For Elevators and Flour Mills,
All Sizes.
ST. MARY'S OIL ENGINE COMPANY
St. Charles, Mo.

THE "STAR" WAREHOUSE BRUSH for Sweeping Grain from Cars



Let us ship you a dozen of these on trial for 60 days. No charge unless the brush proves satisfactory. Send no money. Used by leading terminal elevators.

\$16.00 per doz. F. O. B. Minneapolis

Flour City Brush Co.
422 So. 4th St., Minneapolis, Minn.
BROOMS—Extra heavy (48 lb.) warehouse brooms \$12.00 per doz., Minneapolis.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

GRAIN FOR SALE.

KAFFIR-CANE.

White Kaffir, Red Top or Sumach Cane Seed in carlots. The L. C. Adam Merc. Co., Cedar Vale, Kansas.

GET OUR PRICES on Red Top or Sumach, Black Amber and Orange Cane Seed, also Sudan Grass in carload lots. SHARP GRAIN CO., Healy, Kansas.

SEEDS FOR SALE—WANTED

I HAVE RECEIVED very good results from my ad and will send you some more business when I have seeds to sell. A. J. Holstein, Ia.

FOR SALE—Hog, Siberian, Common, White Wonder and Early Fortune millet. Red and black amber cane, sudan. Can furnish in straight or mixed cars, recleaned or country run. Reimer-Smith Grain Co., Holyoke, Colo.

BARKEMEYER

Grain & Seed Company
Chicago

SEEDS

Bag Lots or Car Lots

Crabbs Reynolds Taylor Company

CRAWFORDSVILLE, INDIANA

Buyers and Sellers

CLOVER AND TIMOTHY SEED—GRAIN

KELLOGG

SEED COMPANY

MILWAUKEE, WISCONSIN

FIELD AND GRASS SEEDS

SHIP YOUR HAY

to ALBERT MILLER & CO.

192 N. Clark St. CHICAGO, ILL.

Good Sales—Prompt Returns

HAY SPECIALISTS

Have You Seed For Sale?

Do You Wish To Buy Seed?

See our "Seeds For Sale—Wanted" Department This Number

SEEDS FOR SALE—WANTED

Field and Grass Seed Trade Directory

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Stanford Seed Co., The, wholesale field seeds

CHICAGO, ILL.

Barkemeyer Grain & Seed Co., field seed dealers.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

COBURG, IOWA.

McGreer Bros., whise. seed corn our specialty.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

FORT WAYNE, IND.

Kraus & Apfelbaum, field seed dealers.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

Rudy-Patrick Seed Co., field seed merchants.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds.
Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.
Teweles Seed Co., L., seed merchant.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Northrup King & Co., field seeds.

NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., wholesale seed merchants.

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., wholesale field seeds.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

The J. M. McCullough's Sons Co.

BUYERS—SELLERS

Field and Garden Seeds

Cincinnati - - - Ohio

OCTOBER CLOVER SEED

Circular just issued gives summary of
conditions and trading requirements.
Sent on request

Southworth & Co., TOLEDO
OHIO
"Alive Since 1881"

BUYERS AND SELLERS

of Grain Elevators. You can make your wants
known quickly by advertising in the "Elevators
for Sale and Wanted" columns.

The Toledo Field Seed Co.
Clover and Timothy Seed

Consignments solicited Send us your samples
TOLEDO, OHIO

RUDY-PATRICK SEED CO.
ALFALFA

Northwestern and Kansas Grown
SUDAN

We Invite Your Inquiries
KANSAS CITY - - - MO.

The Stanford Seed Company
(INCORPORATED)
Wholesale Field Seeds

BUFFALO - N. Y.

North American Seed Co.
WHOLESALE GRASS & FIELD SEEDS
Milwaukee, Wisc.
"THE HOUSE OF QUALITY"

COURTEEN SEED COMPANY
WEEKLY PRICE LIST ON REQUEST

ED. F. MANGELSDORF & BRO.

*Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder
Seeds, Sudan Grass, Soy Beans, Cow Peas*

First and Victor Streets

St. Louis, Missouri



CRAWFORDSVILLE SEED CO.
FIELD SEEDS
CRAWFORDSVILLE, INDIANA

NUNGESSER-DICKINSON SEED CO.

New York, N. Y.

BUYERS AND SELLERS

Clover and Grass Seeds

The Crumbaugh-Kuehn Co.

We Pay Top TOLEDO, OHIO Samples, Prices
Prices for Your CLOVER and our Market
Seeds—Your Track or Toledo Letter Upon Re-
Send Samples Sweet Clover quest—We Deal
Alsike Alfalfa in Both Cash and Futures.
Timothy

NATHAN & WOLF CO.

Fort Wayne, Indiana

BUYERS AND SELLERS

Red and Mammoth Clover, Alsike and
Alfalfa, Sweet Clover and Timothy.

Send samples for bids

Ask for our price list

L. Teweles Seed Co.

MILWAUKEE, WIS.

Grass and Field Seeds

We Buy SEEDS

Fancy New Crop

OATS, MILLET

SPRING RYE

SPELTZ

BARLEY

SWEET CLOVER

TIMOTHY, etc.

Mail Samples
For bids

Sample Bags
Sent on
Request

Kraus & Apfelbaum

Ft. Wayne, Ind.

Wholesale

Field Seed
Dealers

Our AA Brands stand the test.
Ask the dealers who buy them.

Dealers in the

Clover, Alfalfa and Timothy

Seed Districts, mail us your samples. We
are always in the market. Let's get going
with one another.

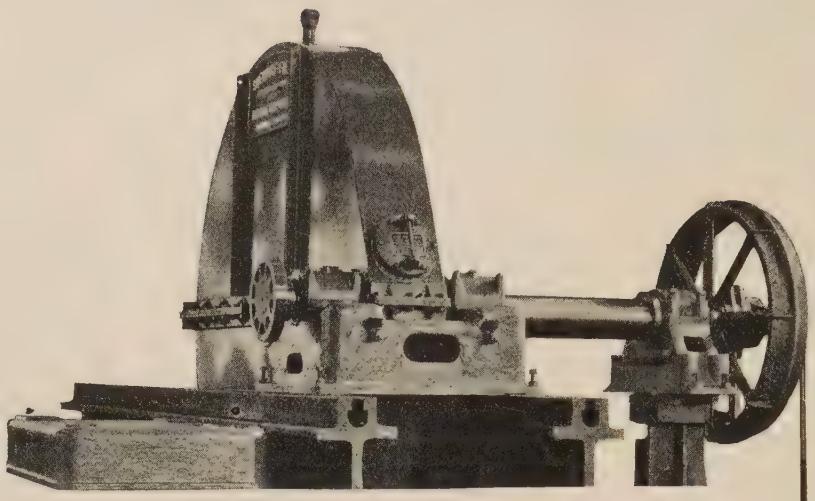
LOUISVILLE SEED COMPANY

Incorporated

Louisville, Ky.

Headquarters for

RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES



Special Falk Herringbone Gear
Head Drive for grain elevators.
575 to 29 r. p. m.

In Falk Herringbone Gears, strength and rigidity are blended into a process that is really delicate in its mechanical accuracy.

Falk Herringbone Gears are produced on special hobbing machines with **patented** compensating mechanism which insures a degree of accuracy sufficient to meet the most exacting requirements. They are extremely quiet, absolutely free from vibration, and transmit power with far less loss than any other type of mechanical power transmission.

The Falk Corporation MILWAUKEE

FALK

HERRINGBONE GEARS

Representatives

W. O. Beyer, 1007 Park Bldg., Pittsburgh, Pa.
General Machinery Co., Brown-Marx Bldg., Birmingham, Ala.
Mine & Smelter Supply Co., Denver, Salt Lake and El Paso

M. P. Fillingham, 50 Church St., New York City
E. C. Myers, Rialto Bldg., San Francisco
Engineering Equipment Co., Ltd., 358 Beaver Hall Square, Montreal, Quebec, Canada

Vulcan Iron Works, Wilkes-Barre, Pa.
C. C. Walsh, Real Estate Exchange Bldg., Detroit

GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

PUBLISHED ON THE 10TH AND 25TH OF EACH MONTH IN THE INTERESTS OF BETTER BUSINESS METHODS AND IMPROVED HANDLING FACILITIES FOR PROGRESSIVE WHOLESALE DEALERS IN GRAIN AND FIELD SEEDS.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, DECEMBER 10, 1924

FREE storage always encourages the farmers to speculate and to the great disadvantage and expense of the elevator operator.

TELL US how much it has cost you per bushel to handle grain from farmers' wagons to terminal scale hoppers. Do you know?

"TIME of delivery" is quite different from "time of shipment," as every dealer will admit, so no one is excused in using a code word meaning "delivery" when only shipment is intended.

THE BEST scale obtainable is none too reliable to use in determining what you shall pay or receive for grain. A cheap substitute may cost more than double the best the first time it is used.

FARM BUREAUS which are helped by the taxpayers' money have no right to use that money in underselling merchants in any line. When the money is used in helping to secure greater or better production the Bureau helps both the farmer and the taxpayers.

THIEVES seem to have broken into more grain offices during the last four months than for any preceding year and of late, disgusted with their failures to find money in the safes, they are now running off with the radio receiving set and the adding machine. If their greed drives them to a further widening of the scope of their grasping they may next take all records of grain stored and money advanced. Then their visits would help to check these expensive practices.

THE BEGINNING of a new year is the most acceptable time to stop extending credit. The farmer expects you to pay for his grain on delivery, why not ask him to reciprocate?

LOCAL meetings of bankers, farmers and merchants are helping to check the destructive influence of suspicion, jealousy and hate and making for much happier and more successful communities.

A SAMPLE of each shipment when kept in an air-tight container will often help to settle a controversy to shipper's satisfaction and always will assist him to grade purchasers more accurately if he will but insist upon having an inspector's certificate on each carload shipped.

BOX CARS seldom leak any more, because the railroads have found it far cheaper to keep them grain tight than to pay grain claims. If you do not believe it watch our "Leaking in Transit" dept. and you will soon be convinced no grain dealer ever sees a car leaking grain any more.

AGREEMENT between carriers and shippers on Docket 9009 is made difficult to accomplish because neither party has authority to bind the interests they represent in any concession of legal rights. Even the Interstate Commerce Commission found it had no power to compel the railroad companies to accept the commission's approval of the shippers' recommendations.

THE MEMBERS of wheat pools everywhere now seem to be as anxious to get out of their contract as a year ago they were anxious to get into it. If the farmers would but look around for the false friends who led them into the trap they might be more disposed to place confidence in the judgment of the local bankers and grain dealers hereafter when urged to join in some new scheme to make the agitators wealthy.

CORN COBS are expected soon to appear on the market as the latest and best health food. An Indianapolis "research chemist" has obtained a patent to convert corn cobs into a cellulose substance which he insists is far superior to wheat bran, while its food value is equal to bran. Inasmuch as every country produces more bran than humans will ever consent to eat, what is the advantage of turning to corn cobs?

THE PACKERS' attorney in the federal court at Chicago Dec. 7 made some telling points against fishing expeditions into the records of business firms. Declaring the federal order calling for an examination of the packing concerns' book is a violation of the fourth amendment of the constitution against unreasonable searches and seizures the attorney said that "If the government can do what is sought for in this case against the packers then there is no reason why the same proceeding could not be started against every other kind of a concern engaged in commerce." Grain dealers and especially members of exchanges have reason to know that this menace is real to every industry, as the crooked-thinking Congressmen have only to declare, falsely it may be, that their business is "affected by public interest" in order to set in motion the whole nefarious federal spying and regulation system.

HOW MANY pounds new ear corn are you taking for a bushel? Hang a couple hundred pounds near your office stove and at the end of ten days shell and weigh. The net loss will surprise you, but it may also place you on guard.

CONFIRMATION in writing of all verbal trades will prevent much misunderstanding and reduce losses to both parties. The cautious trader always insists upon having all sales and purchases quickly confirmed in writing. Changing markets change men's convictions and intentions.

OUR MUCH admired radical Congress is struggling through the last months of its existence, but it seems much tamer and much saner than before. However, the state legislatures will soon begin to convene and it would seem to behoove merchants generally to keep a vigilant eye on the demagogues who persist in attempting to regulate everybody and everything. Let us have a year to enjoy some of our much boasted freedom.

OVERBIDDING for grain is seldom justified in any country market because all dealers must pay the same rate of freight and generally sell in the same terminal market, but overbidding by the adjacent country stations which enjoy the same rate of freight invariably results in a fight that is sure to involve a wide territory and a large number of dealers. The local meetings which help to establish confidence of the dealers in one another reduce the opportunity for these expensive contests.

FOR THE FEDERAL government to retain authority over transportation matters and then to deny the Interstate Commerce Commission a sufficient appropriation to exercise its powers is an injustice to shippers, as, if the director of the budget's recommendation of \$4,913,500 is not increased to \$7,364,496 desired by the Commission, it will be forced to take examiners off the road, thus requiring all complainants and their witnesses to travel and attend hearings at Washington, instead of at some convenient point where shippers would be subjected to the least loss of time, inconvenience and traveling expense.

PRIVILEGE TRADING on grain exchanges of the United States can not be restored without either a repeal of the law taxing puts and calls out of existence or a decision of the court holding the law unconstitutional. The grain futures administration and the U. S. Dept. of Agriculture have no authority to permit legitimate grain dealers to buy and sell privileges. The law applies both to the gamblers and to the legitimate dealers. If the federal government had the power the states have to stop vice, gambling and criminality by arresting offenders, it would not have been necessary for the Congress to evade its constitutional limitations by levying a tax to regulate morals. Those few future trading brokers who favored the tax doing away with puts and calls, on the supposition that with this alleged "incubus" removed, the price would have a greater daily range and be more inviting to speculators, have had their judgment discredited by the greater daily range in Winnipeg for several months past, with privilege trading permitted there.

The GRAIN DEALERS JOURNAL.

TAXPAYERS are gratified that at least one official high in our government correctly estimates the burden of excessive taxation. The president in his recent message called attention to the ominous fact that only the national government is reducing its debt, while others, the states, are increasing theirs about one billion dollars each year. To cut down this extravagance grain dealers and other citizens of standing in their respective communities must work on their elected representatives in state legislatures, city councils and boards of county commissioners. Our taxes are now nearly \$100 per inhabitant.

SUBSCRIPTIONS to the proposed \$300,000 terminal elevator company of the farmers in Illinois have so far amounted to only one-tenth of the required amount, and those interested fear the plan is not likely to go through, in which case the farmers will be saved the amount of their subscription, judging by the experience of the farmers terminal elevator at Cleveland, O., which was a failure. A stock selling campaign is soon to be put on by a marketing company, officered by men who know enough about the grain business to make it a success, and big enough to absorb all the ready cash the farmers can scrape together.

ACCIDENTS are sure to happen in grain elevators so long as moving machinery is not protected and workmen continue to scorn the power of the machines to pull in their bodies. At Columbus, Ind., last week the clothing of a workman became tangled in a conveyor chain and he was immediately lifted to the ceiling when the chain broke and he fell to the floor with a crushed arm and many cuts and bruises. A millwright in the Burlington elevator at Peoria was not so fortunate. A piece of waste hanging from his pocket became wound about a shaft and in a twinkle his body was thumping against the adjacent beams. Before the machinery was stopped his arms and legs had been torn off and most of his bones broken. Safeguarding machinery is not enough. Every workman about moving machinery needs to exercise vigilant caution against permitting his clothing to become caught in the moving machinery.

KNOWN CAUSES of elevator fires reported in this number include exposure of the elevator to the railroad station at Judith, Wis. The fire in the station was started by a defective chimney. The Farmers Elevator at Fife, Mont., was destroyed as the result of an overheated stove and the Farmers Elevator Co. at Nokomis, Ill., suffered fire damage as the result of a hot bearing. An elevator at Cortland, Ill., was saved from fire started from back fire of gasoline engine by the prompt use of fire extinguishers. The Alfalfa Meal Mill at Melina, Colo., was completely destroyed with large loss as the result of a fire starting in the gasoline engine room, but unlike the Illinois plant it was not equipped with fire extinguishers and water was not to be obtained, so the fire departments called in from adjacent towns could do nothing. Not only is it necessary to take precautions against fires being started, but quite advantageous to provide facilities for extinguishing fires in their incipiency.

Our New Tax Department.

Income taxation is undoubtedly one of the most important problems of the day. Every change in the law, every new regulation, every revised interpretation, has a direct effect upon the taxpayer's account with the United States Government. Yet experience proves that the average person does not know how to prepare his income tax return correctly.

Believing that our readers would be vitally interested in a subject of such import, especially at this time, it has been arranged to have an income tax column which will deal with this question from a simple, practical viewpoint.

In this connection, we have been fortunate in obtaining the services of Mr. M. L. Seidman, C. P. A., who will conduct this Department. Mr. Seidman is a well-known tax expert and has been a close student of taxation in all its phases. He developed a plan of taxation that was submitted to the Senate Finance Committee in executive conference prior to the enactment of the Revenue Act of 1921.

Mr. Seidman is a senior member of the firm of Seidman & Seidman, also Chairman of the Committee of Tax Consultants of the Committee of American Business Men, an association composed of many of the leading business men of the country.

The Department will appear in each number, and to further its scope, Mr. Seidman has consented to answer thru our columns all questions that might be directed to him bearing on the subject.

Questions should be addressed to The Tax Editor, in care of this publication. All communications must be signed by the inquirer, but no names will be disclosed in the published answers.

Why Elevator Operators Suffer From Railroad Extortion.

Owners of buildings along railroad right-of-way will find much satisfaction in the decision of the Missouri Supreme Court recently granting the Farmers Elvtr. Co. of Sweet Springs \$27,223 damages for the destruction of its elevator and warehouse by fire started by locomotive sparks.

All of the fire insurance companies and many able lawyers have always contended that the railroad companies should be held strictly accountable for all damage done by fires started by sparks emitted from passing locomotives, and because of the general conviction that such assessment of damages was fair and equitable the railroads have persisted during recent years in forcing upon the owners of grain elevators built on railroad right-of-way a clause not only releasing them from all liability for damages to the elevator owner's property, but making him liable for damages to their property by fires started by their own locomotives.

Only recently the owner of an elevator in South Dakota was presented with a bill for damages to the track by a fire started by locomotive sparks in the roof of the elevator. It is very doubtful if the railroads will be able long to enforce the provisions of these exacting leases because they go far beyond the pale of fairness and equity. No elevator owner with any backbone or fight in his make-up will ever sign such a lease, but even after signing it he should fight its enforcement.

Extortionate rentals and many unfair conditions put into these leases have shown the railroad to be a very unreasonable landlord. On

account of these extortions and exactions, many grain merchants have bought land adjoining railroad right-of-way, and built their elevators on their own land so as to obtain release from the unfair conditions of railroad leases. Taking advantage of the timidity of the average elevator owner in standing up for his rights, many of these same railroads are now seeking to collect a frontage fee from elevator men having houses on their own land adjoining the railroad right-of-way. When the railroads started they voluntarily made all kinds of concessions to encourage men to engage in the shipping of grain. Now they seem to delight in devising every discouraging condition imaginable to handicap and discourage the man who desires to engage in the grain shipping business.

Of course these restrictions and regulations do keep down the number of men engaged in the grain business, but that does not justify the enforcement of the many unfair requirements which the railroads now have the cheek to attempt. When grain dealers develop backbone and join hands in the employment of more competent counsel the railroads will backwater in the matter of leases and refrain from attempting unreasonable extortions and exactions.

An Uncalled for Attempt to Regulate.

The law making bodies of the U. S. seem obsessed with the idea that every lawmaker is gifted with a knowledge of what is best for the citizens, and that it is his duty to regulate the private and public life of all citizens at every step. So many wild, impractical attempts have been made to regulate every action from the cradle to the grave that citizens are coming to resent this supercilious attitude of the wise-aces composing our law making bodies, and business men generally are protesting against any more legislation of this character.

The intolerant champions of the Metric System of weights and measures long ago persuaded Congress to legalize the use of this system, but inasmuch as the merchants and manufacturers of the country did not see fit immediately to scrap all their old weights and measures regardless of the expense, these bigots now insist that Congress now enact a law requiring the use of the Metric System of weights and measures. Scales and measures now in use would become obsolete and all books dealing with weights or measures would have to be refigured and reprinted.

If the Metric System of weights and measures has such superior advantages it would seem that merchants and manufacturers generally would adopt the system gradually. Although its use was long since legalized, it has been attempted only in laboratory practice and then not very generally.

Grain dealers who are willing that the government shall force them to scrap their scales and measures should send a bill for the new weighing and measuring devices to their congressmen before they have a chance to vote for the bill outlawing the use of existing equipment.

Americans generally are such staunch defenders of their much loved liberty that they do not enjoy so much dictation and regulation from the government. They prefer the privilege of private initiative. Inasmuch as they must bear all expenses of promoting and pushing their business it seems reasonable that they should be permitted to determine what standards they shall use.

Remarkable though it may seem, the average business man knows fully as much about his own business as do the lawmakers who seek to regulate it.

Another Grain Dust Explosion.

The defenders of dirty elevators received another serious jolt Dec. 1st when the old Grand Trunk elevator at Montreal, Quebec, which is now known as Harbor Commissioners Elevator B, was the scene of a disastrous explosion of grain dust. The damage done to the cupola is evidenced by the photograph reproduced on page 735. One man was killed, three were badly burned and otherwise injured, while several other workmen were slightly injured.

The Montreal Herald says: "About twenty men were engaged in sweeping out the place when the terrific explosion rocked the building." The house was noted as a dirty one and disaster overtook it just when the operators had started to reform and clean up the place.

The experience is a duplicate of the disastrous explosion in the Murray elevator at Kansas City. The simple installation of dust collecting and removing equipment does not reduce the dust explosion hazard one iota. The fans must be kept at work continuously while the plant is in operation. Disconnecting a dust collecting system is entirely too hazardous to be tolerated even though it does permit a marked saving in the cost of fuel.

Years ago when the old Interstate elevator at Chicago was actively operated in clipping oats and transferring a large volume of grain, the floor and some ledges were usually covered with eight to ten inches of fine dust and when a visitor hesitated to venture into the plant, the operator admitted that the dust collecting apparatus had been disconnected because it cost \$150 a month for fuel to operate it.

Too many other elevator superintendents seem willing to hazard the lives of their fellow employees and the property entrusted to their care in order to effect a slight saving in fuel. Such a practice in the light of the many disastrous dust explosions in grain elevators during recent years borders closely on the criminal.

Over fifty men were employed in the Windmill Point elevator when this last explosion occurred, and it seems reasonable that workers should be protected from unnecessary known hazards to the full ability of the employers.

One noteworthy development in this last explosion at Montreal duplicates the experience of Harbor Commissioners elevator No. 1 which lost a good portion of the iron sheeting off its cupola by a dust explosion in October, 1921. The nails holding the iron siding in place do not offer sufficient resistance to the force of the dust explosion to compel it to expand in some other direction, so the damage done to elevator B, like that done to elevator No. 1 three years ago, is slight and can be quickly repaired without great expense.

While terminal elevator operators may never succeed in obtaining immunity from all grain dust explosions, their frequency and the extent of the damage done both to life and property can be minimized by greater vigilance on the part of the operators. In all new elevators every attempt is being made to keep down the dust, blow it out, as well as to minimize the damage to the plant. Several working houses of recent construction have no side walls on the ground floor, so whatever dust does ac-

cumulate there is quickly blown away. The side walls of cupolas are being constructed largely of glass so as to permit the expansion of explosive force without damaging the concrete walls of the building. All these precautions are timely and are fully warranted by the experiences of the last seven years.

Be it to the credit of our grain elevator engineers that they are profiting largely by the experience of each dust explosion and altering their plans for future construction with a view to minimizing not only the opportunity for a reoccurrence of a dust explosion, but also to reduce the danger to life and property.

Politicians Condemn Middleman's Profit.

Ever since President Roosevelt coined his phrase, "malefactors of great wealth," the politicians have sought to curry favor with the more numerous citizens on the farms and in the shops by charging business men engaged in legitimate service with grabbing large profits. The Federal Trade Commission, in a report just issued on co-operation in Europe, says: "A further feature of the co-operative system of distribution consists in the elimination of unnecessary middlemen's profits, the aim being to distribute goods as directly as possible from the producer to the ultimate consumer." The characterization by the commission of the profits as being unnecessary is a gratuitous insult to the merchants engaged in the work of distribution, a work that is absolutely necessary. The profit is equally necessary, if the dealer is to stay in business and pay taxes. The dealer who is unnecessary automatically is dispensed with by the force of competition. Those who remain do so only because they are performing a needed service.

At the annual convention of the American Farm Bureau Federation this week at Chicago one of the speakers, a member of the Federal Trade Commission, said: "Exporters have made fortunes because of this differential in rates, while the farmer has not benefited at all. Grain rates fluctuate and are largely a trading proposition. Grain is easily loaded and discharged, gives weight to a cargo, and is used to trim it up. Thus shipmasters are often glad to get it for ballast and will take it for very low rates. But the producer of the interior has sold his wheat subject to a fixed rate to Liverpool, and does not share the least mite in the cut of rates."

This allegation that the farmer does not profit can be refuted by dealers who have tried to compete with the prices paid for grain by some exporters. Such demagogery does not get far with an audience, interested as is the Farm Bureau Federation membership in a grain export company doing business on a large scale. The farmers hope their own export company will make a profit and will see nothing criminal in the fact.

The Nov. 25 bulletin of the Oklahoma State Board of Agriculture joins in the anvil chorus with the following statement:

Grain speculators are growing rich on what the wheat farmer throws away. This is literally a fact, every day farmers are selling high protein wheat on its test weight alone, at the price of ordinary wheat. The farmer who raises good wheat should get any premium it is worth but he has been throwing it away and the

speculators have been picking it up. When a car of wheat reaches the terminal markets it is immediately tested for its milling qualities and if it is worth a premium the buyer gets it.

The answer to this is that if the buyer at the country elevator had any way of making a quick protein test he would apply it just as he does the weight testing kettle, and pay the farmer whatever premium he earned by growing better wheat. The protein test is not one that can be applied without special laboratory facilities, found only in cities and in the larger flour mills. Country grain dealers and country millers do pay a premium for protein wheat when they know it to be such, having previously sent samples from certain farms to the grain inspection departments.

Inspection and grading at country points is too costly to be applied on each wagonload of grain. The country dealer himself would be only too glad to have official inspection and weights at his own station, if it were possible, and would pass the benefits to his farmer patrons. It is being done to an increasing extent on carloads of fruits and vegetables, the Department of Agriculture reporting an increase from 73,000 to 129,000 cars in shipping point inspection during the past year.

As the last election proved no one can be elected to office on demagogery alone, it is time the politicians dropped these vicious attacks on the middleman. They are unjust and unwarranted. No form of marketing has dispensed with the services of the middlemen, but in some places the efficient middleman who assumed all the hazards of ownership and often paid more for grain than the market justified has been displaced by an association of inexperienced middlemen who foolishly attempt to direct the merchandising of their products.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. M. St. P. & O. 32146, going thru Crandon, S. D., on Nov. 10, was leaking shelled corn from the side. The corn was billed for Oakes, N. D.—G. G. Stahl Elevator.

N. Y. C. 253917 started leaking corn at the doorway while being switched at Schneider, Ind., on Nov. 5. About 30 bushels ran out after the car had stopped. Most of it was put back in the car.—C. C. Brown, Brown Grain Co., Lowell, Ind.

R. I. 156832 was leaking grain out of the grain door, while being switched in the Texas & Pacific yards at Fort Worth, Tex., on Oct. 11.—C. E. Kerry.

Soo Line 101484 passed thru Sawyer, N. D., on Oct. 3 leaking wheat near side door.—Chas. Sweet, Minnekota Elevator Co.

C. B. & Q. 104991 passed thru Arcadia, Neb., on Sept. 26th, badly leaking wheat at the door post on the south side of the car.—R. R. Clark.

A. T. & S. F. 47418 passed thru Frizell, Kan., on Sept. 22, on an eastbound Santa Fe train, leaking wheat badly at south door.—Hill & Chears.

The GRAIN DEALERS JOURNAL.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Credit for Lower Rate on Sale Delivered?

Grain Dealers Journal: A dealer purchased a car of grain from a broker who agreed to deliver the grain at the dealer's station for a certain amount per bushel, stating upon the confirmation that the freight rate would be 19c per 100 lbs. Upon receiving the car of grain the dealer found that the rate was only 16 cents. Is the dealer entitled to the 3c per 100 lbs. rebate on this purchase from the broker?—H. W. Middleton, mgr. Coshocton Farmers Exchange, Coshocton, O.

Ans.: As the price was quoted on a delivered basis the buyer is not interested in the freight rate. If the rate had been more than that quoted by the broker the buyer who paid it could charge back the difference to the seller. And the rule works both ways, the seller getting the credits, if any. Of course, this may be an error by the railroad in the expense bill. If so, the buyer should hold the rebate, in the event the railroad later tries to collect the undercharge. If it is not an undercharge the buyer has no right to hold the difference on a sale delivered.

Shipper Not Chargeable with Rate to Second Destination.

Grain Dealers Journal: I ordered a car of grain by wire on Sept. 15 from an Ohio shipper at a certain price delivered, Buffalo rate basis. I confirmed this order by letter on same date giving destination of car as a point in New York State. The shipment was made Sept. 19, a lapse of four days from order date to shipping time.

This destination point takes a Buffalo rate basis, in other words, 18½c freight rate from Chicago. From the territory around where this car originated it also takes a Buffalo rate basis of 16c.

The destination point takes J. W. & N. W. Ry. delivery; but owing to the fact that the car was loaded on the T. & O. C. Ry., which has no commodity rate to points taking the J. W. & N. W. delivery the consignee was compelled to pay 23c freight, making an underallowance of 7c per 100 lbs.

If the same car had been loaded on the N. Y. C. or N. K. P. in the same territory it would have come thru to the destination named on a 16-cent rate. Who is responsible for this differential of freight?—E. H. Suerken, Erie, Pa.

Ans.: The words in the contract "delivered Buffalo rate basis" implied that the grain originating at shipper's station would be delivered at Buffalo with freight charged to shipper.

As the shipper thus agreed to pay the freight he is responsible for the rate from point of origin to Buffalo. If Toledo & Ohio Central grain could reach Buffalo from shipper's station at the same rate as by the New York Central shipper filled his contract.

The country shipper, having figured on paying the regular 16-cent rate, could not thereafter be assessed a higher rate due to the naming of destination not specified in the original contract.

As a matter of courtesy, if the shipper had been well posted on rates east of Buffalo, on receipt of the billing instructions he might have informed the buyer that the rate would be higher.

Arbitration Com'te No. 1 of the Grain Dealers National Ass'n on Sept. 6, 1919, in the case of Cozart v. McCaul-Dinsmore said: "We do not endorse the right of a buyer to forward a car beyond original destination, where a definite contract exists, except at his own risk."

Rule 27 of the Grain Dealers National Ass'n provides: "Grain sold delivered shall be deliverable via any line at the discretion of the seller, unless otherwise agreed at time of sale.

When such shipments are routed by the purchaser, the carrier becomes the purchaser's agent, and the seller's liability ceases when he furnishes B/L in accordance with the purchaser's instructions."

Therefore the seller's liability ceased when he furnished B/L showing destination to be a J. W. & N. W. point as requested by buyer.

Rail v. Water Transportation.

Grain Dealers Journal: In one of last year's issues of the Journal, in the Grain Carriers' department, was an article treating the matter of the cost per ton mile movement of freight via water ways, Hudson River; Panama Canal and European Countries, v. the cost of movement by railroad, which explained in detail the amount of money invested in making the water ways navigable.

I filed this item as is my habit, but for the last 3 days I have been unable to locate it and presume it has been lost. Can the Journal give me this article?

T. J. McLaughlin, traffic manager, Charles Boldt Co., Cincinnati, O.

Ans.: The article referred to was printed in the Journal of Dec. 25, 1923, page 824, and was entitled, "Water Transportation Is Expensive." It follows:

"Transportation of freight by water is more costly than by rail, except where nature has provided the water route, states E. O. Moulton, director of the Institute of Economics, Washington, D. C.

"Analysis of the waterway movement shows it is ill-considered and economically unsound. The statement that a dollar will move a ton of freight 1,250 miles on the Great Lakes and only 127 miles by rail is faulty, because the lakes are a highway made by nature. The same comparison made between railroads and canals or canalized rivers would bring a different result. At present a dollar will haul a ton of freight 127 miles by rail or 333 miles on the Erie canal and about 2,000 miles on the new barge canal. The enormous cost of building and maintaining the waterway is left out. The taxpayers of New York will find their taxes increased more than \$7,000,000 annually on account of expenditures on the Erie canal.

"It will cost about \$135,000,000 to enlarge the Erie canal. This is an average cost of \$30,000 per mile; compared with less than \$100,000 per mile on railroads. Three fully equipped double-track railroads could be built from the Hudson river to Buffalo, N. Y., for the cost of the Erie Canal, and they could be operated every day of the year.

"Prussia in 1905 had waterways that showed a deficit of \$3,523 per mile, while the railways made a profit of \$1,814 per mile. None of the canals and few of the rivers have ever served economically as carriers of traffic. History has shown that both in Europe and the United States water transportation rapidly declined after development of railways."

Horse Ass'n Meeting at Chicago.

The Horse Ass'n of America held its 5th annual meeting at Chicago Dec. 3.

J. G. Robertson, live stock commissioner of Saskatchewan, and M. D. Wilson, of the U. S. Dept. of Agriculture, reviewed the tested methods of cutting down farm costs.

J. J. Searcy of the National Stock Yards, East St. Louis, Ill., spoke on "Mules, Past, Present and Future," and their relation to Southern agriculture.

At the banquet in the evening Pres. Wirth S. Dunham as toastmaster introduced Frank L. Carey, pres. of the Chicago Board of Trade, who sounded an optimistic note on the future of business generally and said in part:

There has been much discussion in recent years as to the possible fate of the horse. No doubt much of this has been due to conflict between manufacturers of farm implements and breeders of horses. This feeling, or conflict, is unwise and certainly unnecessary. Progress will not be halted regardless of obstacles. Therefore if the horse stands in the path of progress it is doomed and will be replaced. But there has never been the slightest evidence that such is the case. On the contrary the horse, which has been a builder of civilization, will continue serving mankind. The power-driven machine has its definite purpose to serve. And so it is with the horse. Both are

Feed men in the middle west and in the east claim that the horse, instead of passing into the discard, is being used far more than ever before. Harness and wagon men are of the same opinion. It is not hard to believe these claims. For it has been estimated by members of our own exchange that nearly 40 million tons of hay is consumed in a year by horses

and mules in this country. It is estimated that a billion bushels of oats are consumed by these animals. That certainly would not indicate the passing of Old Dobbin.

There seems to be little doubt that the expense of the horse is below that of the power-driven vehicle in most instances. Some authorities declare that the investment in a 5-ton truck is equal to five teams. If that is a fact, it will be many long years before the horse passes into obscurity. There is at least much food for thought in the statement.

In some states, particularly in the southwest, business men have used horses for short hauls with a view to helping farmers who raise feed-stuffs. Incidentally, these business men have profited. But it was a splendid move nevertheless. The feed trade might well spread that idea in other districts. Farmers would then be encouraged to produce more and better horses.

The Chicago Board of Trade, whose 1,600 members include many feed merchants, has more than a passing interest in the horse. Indeed every member of the exchange has a direct interest. The horse is a definite factor in the whole grain industry. And as an officer of the Board of Trade I wish to assure this organization of our continued co-operation in the excellent work that is being done.

In recent years our exchange has been busy defending itself from the ridiculous attacks of radical politicians. This strain on time and resources has tended to delay many constructive efforts. The future of the exchange, as well as the future of the railroads and other industries that have been under like attack, now seems more bright, however, and we have high hopes of carrying out many important projects.

Only two days ago we established a cotton market on the trading floor of our exchange. This was a most important move. In fact it has been referred to as the most important marketing development in recent years. The Southwest calls it a commercial link between that district and the Central West. The flow of commerce between the two sections will grow and expand. It was left to the Board of Trade to take the initiative. It is an unhappy fact that this important step in commerce was delayed for several years simply because political agitators were standing in the path of progress. It is little wonder that business generally has taken a new lease of life since November 4.

If American business is given freedom from unfair political attacks for the next few years—and we all believe that such will be the case—this nation will experience an era of expansion and prosperity perhaps unequalled in commercial history. Based upon economic conditions which now obtain, such prosperity would seem to be inevitable.

The principal address in the evening session was made by Major Elihu Church, transportation engineer, Port of New York Authority. Major Church, a civil engineer by profession, has had long and distinguished work in the transportation field, including a very active part in work overseas with the A. E. F. Excerpts from his address follow:

Our own terminal methods are a greater hindrance to our business progress than high railroad rates.

Most of the money business men pay for transportation is wasted.

Our big transportation costs are in our own streets.

The way to reduce high transportation costs is to improve terminal conditions.

It is estimated that street conditions in New York add a burden of one hundred million dollars a year to business done there.

Traffic conditions in our cities make horse trucks generally better than motors for handling freight.

The cost of trucking is measured by time, not distance. That is why the horse is superior in cities where there is congestion and delay.

The long-haul belongs to the motor, the short-haul is a horse job.

Heavy motor trucks should never be allowed on highways.

The special roads required by heavy motor trucks should be operated as toll roads.

Toll roads should be built and financed just as railroads are.

Other speakers at the banquet were John O. Williams of the U. S. Department of Agriculture; Martin J. Quigley, Sec'y of the Chicago Riding Club, and Loring A. Schuler, Editor of the Country Gentleman.

Directors elected were L. J. Elliott, A. B. Hancock, J. J. Searcy, R. Lawrence Smith, John W. Kiser. At the meeting of the directors the following officers were elected for the ensuing year, W. S. Dunham, pres.; R. Lawrence Smith, 1st vice pres.; Frank H. Sweet, 2nd vice pres.; William M. Brezette, treas.; Wayne Dinsmore, sec'y; William E. Murphy, assistant sec'y.

Another Explosion of Grain Dust at Montreal.

Montreal celebrated the beginning of December with an explosion of grain dust in the old Grand Trunk elevator which was built at Windmill Point in 1903. The plant is now known as Harbor Commissions elevator B. The explosion occurred at 10:23 A. M. when about fifty men were working in the plant. It is said to have been started by a spark which ignited a cloud of grain dust in the boot of leg No. 4. Rapid combustion quickly traveled up this leg and down leg No. 6 where James Burke, one of the oldest employees of the elevator was at work on the leg idler. He fell to the concrete floor and his skull was fractured, killing him immediately. Eight other employees were injured, three of them being burned quite seriously.

The employees in the cupola at the time insist that the floors of the cupola heaved up and down like the waves of the sea. However, these workmen succeeded in getting out, some of them crawling across the conveyor gallery to the new annex where little damage was done. Elevator B with its new annex was illustrated in the Journal for Sept. 10th, 1924.

Much of the corrugated iron siding of the cupola of the old elevator was blown from the sides, the machinery was not badly damaged and the damage to the house is not likely to exceed \$50,000. However, the firemen got to work quickly and threw a lot of water into the elevator so that the 750,000 bus. of grain stored there may be damaged more than the building.

This explosion like the one which occurred in the Harbor Commissions elevator No. 1 Oct. 21, 1921, seems to emphasize the advantage of employing siding for cupolas which will offer slight resistance to the force of an

explosion so that the heavy concrete is saved from damage. The steel siding can easily be replaced and without great expense.

One feature of special note is that the windows of the cupola over the storage tanks adjacent automatically opened without breakage.

Little damage was done by fire which followed the explosion and it is expected that the machinery will be in condition to handle grain shortly.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Dec. 11. Massachusetts Retail Grain Dealers Ass'n at Springfield, Mass.

Feb. 17-19. Minnesota Farmers Grain Dealers Ass'n at Minneapolis.

Oct. 12-14. Grain Dealers National Ass'n at Kansas City, Mo.

Oct. 12-14. U. S. Feed Distributors Ass'n, Kansas City, Mo.

Leaking Cars at Milwaukee.

The percentage of leaking grain-laden cars received and unloaded at Milwaukee was appreciably reduced during the first 10 months of 1924, being cut down 14%, compared to 19% during the same period of 1923.

The percentage of wheat-laden cars found leaking is still far above the percentage of cars loaded with other grain, found leaking. Oats and barley run second.

Statistics prepared by Chief Weigher M. H. Ladd show that the percentage of cars loaded with wheat arriving at Milwaukee in a leaking condition during the first 10 months of this year was 20%; of corn, 9%; or oats, 14%; of barley, 14%; of rye, 13%; of flaxseed, 10%,

and of miscellaneous grains, 9%. This makes the average percentage found leaking 14%.

New England Dealers Need Organization.

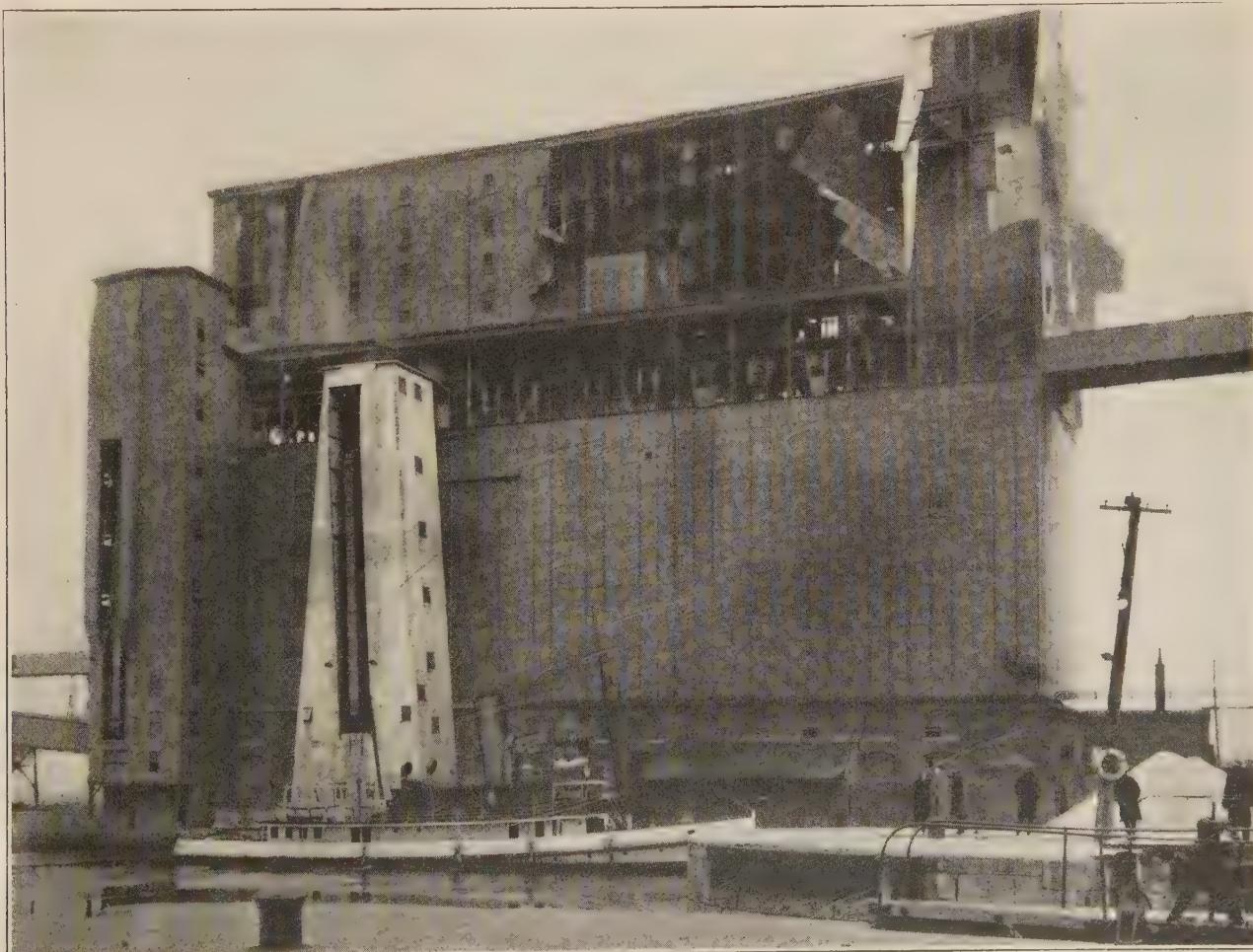
J. A. Sturges, sec'y of the newly organized Massachusetts Grain Dealers Ass'n, in issuing the call for the general meeting at Springfield Dec. 11, reflected the conditions that have been confronting the down-east grain handler, in the following appeal:

"Since the World War business has been going thru a tremendous change and the grain trade, probably more than most others, is feeling this readjustment. Nearly all other trades and industries are meeting these changes and developments quite successfully by united efforts and wise co-operation; but the New England grain dealer has not met this condition, as yet, in a wise and modern light. The old rule of aloofness and independence, attended with the inevitable distrust and suspicion of our colleagues, must be relegated to the discard."

"If we survive in the present struggle we must get together, throw off the old cloak of distrust and unite to exchange confidences, discuss mutual problems and if necessary, combat common enemies."

"The success attending the preliminary organization of the Massachusetts Retail Grain Dealers Ass'n has exceeded the anticipation of its founders, and we now have a membership of close to 100 retailers."

Killing the Corn Borer: Since great numbers of the European corn borer pass the winter in corn stalks and stubble, they may be destroyed by cutting and burning these remnants of the corn crop, says L. L. Huber, assistant entomologist at the Ohio Agricultural Experiment Station. Farmers in the corn borer area, which now extends out several townships from Lake Erie, are preparing to destroy the standing stalks and stubble as soon as freezing and drying make this an easy operation.



Effects of Dust Explosion in Harbor Commission's Elevator B, Windmill Point, Montreal, Que.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Afflicted with Scoopers and Snowbirds.

Grain Dealers Journal: We have a scooper who is never discouraged by a poor crop. He simply joins the snowbirds and ships in the cheapest coal obtainable. Of course he catches many suckers with his low price because no other coal dealer will handle such worthless stuff.

We believe it should be made unlawful for scoop shovellers to ship out grain or ship in coal. If men are to be encouraged to invest their money in permanent facilities for marketing grain, feed and coal for the accommodation of townsmen, then they should be protected by the local government against cut-throat competitors who pay no taxes, contribute nothing to the community and seldom stay long in one place. These scheming snowbirds prey upon their customers in many different ways. We have fixed overhead expenses and inasmuch as we expect to have the patronage of the same people next year that we are dealing with this year, we must deal fairly and squarely, while a scooper jumps to some other station on the next crop or else changes his name. In the long run his patrons get grievously hooked but they forget, and being always eager to get something cheap, they go to the fly-by-night and never get anything satisfactory.—*Tamah Grain & Coal Co.*

Ed. Note: Why not join with other local merchants in a petition to your city council for an ordinance assessing all merchants \$100 as an occupation tax to be rebated when they shall present paid tax bills on business property for a like amount. This would stop the peddlers, the fakers, the scoopers and the snowbirds.

Kentucky Poolers Withdrawing.

Geo. Rudy, director of the Dark Tobacco Growers Pool, has received a petition, said to be signed by 800 Todd County poolers asking that Todd County be withdrawn from further connection with the Dark Tobacco Growers Co-operative Ass'n.

In a letter inclosing the petition, O. W. Wilson of Trenton, Ky., says: "That 1,571 Todd County growers signed the 'Sapiro contract; that 200 of the poolers have left the state and quit growing tobacco, and that 800 signed the request that the Todd County growers be released from the pooling contract. They all mean all they say and more. Bluff, threats, suits or injunctions, they tell me, will not deter them."

Suit was filed Dec. 6 by the attorneys of the Tobacco Growers Ass'n for an injunction restraining Geo. H. Rudy and Robert M. Stuart from advising, inciting or by other means inducing pool members to violate their contracts.

The petition also asks that defendants, Owensboro Tobacco Warehouse Co., Inc.; Wilson House, Inc.; I. H. Robertson and H. N. Robertson, co-partners, doing business as the Robertson Tobacco Warehouse; Lee Birk and Fred Lowery, co-partners, doing business as the Lee Birk Tobacco Warehouse Co., and Robert L. Wilson, and each of them, be permanently restrained and enjoined from knowingly receiving, offering for sale, or for auction, or for display for sale, any tobacco known to be under contract or sold to the Dark Tobacco Growers Co-operative Ass'n.

Liability for Poison in Food.

Dealers in animal feeds sometimes are unfortunate in having the death or injury of cattle, sheep and hogs ascribed to metal or some poisonous substance contained in the feed sold by them. It is common knowledge that after the feeds have left the dealer's hands they are handled so carelessly as to permit the admixture of foreign substances for which the dealer could not be held responsible.

The liability, therefore, nearly always becomes a question of fact to be decided by a jury, and the uncertainty clouding the outcome of these suits is reflected in the reversal, Oct. 6, 1924, of a decision of the Circuit Court of Kent County by the Supreme Court of Michigan.

Plaintiff, Mae Hertzler, bought two sacks of flour from Everil J. Manshum, and bakenings from the flour caused her husband, Christian Hertzler, to be sick, indicated lead poisoning, and an examination disclosed lead arsenate in the flour. He died. Mrs. Hertzler brot suit against Manshum and the miller, Hanchett, who operated a mill at Jenison, Mich., under the name L. & L. Jenison Co.

Arsenate of lead is a poison, wholly foreign to flour, looks like flour, and when mixed therewith cannot be distinguished therefrom by the eye. Defendant Manshum sold arsenate of lead in quantities wanted, keeping the same in a container in his store. It is claimed no arsenate of lead was kept in the flour mill, but some was in a store operated in connection with the mill.

The retail dealer at Grand Rapids insisted the flour was in sacks put up by the miller, and he was immune under the rule announced by some courts with reference to food stuffs in sealed containers or original packages put up for delivery to the trade. The miller insisted on immunity because the flour was in sacks readily opened, claimed the rule of sealed containers does not apply, and also invoked want of contractual relation with the consumer.

The Supreme Court said: Under the instruction given the jury by the learned trial judge, plaintiff, in order to recover, was required to show affirmatively that thru the want of ordinary care either of the miller or the dealer, the poison got into the flour. If the poison was in the flour when furnished by the dealer to plaintiff's decedent, one or both defendants are liable, unless they can excuse themselves. Even ordinary care ought to keep arsenate of lead out of flour. Prima facie, the poisoned flour was the result of someone's negligence. It was not, and could not have been, the result of deterioration or change. The poisoned flour speaks for itself; unexplained, it evidences negligence, for no proof of negligence could be more direct

than the flour with arsenate of lead in it. If the poison was in the flour when delivered by the dealer, plaintiff was not bound to show how or when it became so mixed, or offer substantial evidence of want of care on the part of either or both defendants. The ruling, confining plaintiff's right of recovery to an affirmative showing of negligence on the part of defendants, placed an unwarranted burden upon her and relieved defendants from fighting out between themselves the issue of where the blame, if any, lay for the injury done, and was erroneous.

Defendant Hanchett contends for non-liability under the general rule that the manufacturer of an article or commodity sold a retail dealer is not liable to a subsequent purchaser upon an implied warranty for injuries due to defects or impurities therein. This general rule is based on want of contractual relation. But foodstuffs do not fall within the rule of want of privity between the manufacturer and ultimate consumer, with a retail dealer intermediate.

Implied Guaranty of Food.—Flour is a food product, prepared and distributed for human consumption, and it comes from the manufacturer to the dealer for sale to consumers with the guaranty to consumers that it is free from poisonous foreign substances. The law, recognizing the imperative need of consumers of foodstuffs to rely upon the care of manufacturers thereof, and the inability of consumers in a case like the one at bar to detect injurious impurities or poisonous substances therein, and the complex system of modern production and distribution, holds the manufacturer, who prepares foodstuffs destined to be sold to and consumed by the public, liable to consumers purchasing from a retail dealer for a breach of the implied warranty arising from foreign poisonous substances therein, and there only by reason of want of a high degree of care.

The cases cited by "counsel, and other cases upon the question of the liability of the manufacturer of foodstuffs to the ultimate consumer, appear hopelessly at variance. Some deny liability at all; some recognize liability upon an implied warranty of wholesomeness, some plant liability upon an implied negligence in case of foreign poisonous substances; while others hold liability depends upon a substantive showing of negligence. We experience no inclination to enter upon a review of such cases. We have before us a case of a foreign poisonous substance in flour and our opinion is confined to such a case.

Duty of Manufacturer.—The ultimate contemplated destination of wheat flour is human consumption. The manufacturer knows this and owes a duty to the ultimate consumer of his product to guard against poison therein, and when he markets it he impliedly warrants it free from poison, and the purchaser therefor for consumption has a right to, and must, of necessity, rely upon such implied warranty, and such duty, represented as performed, and relied upon as having been performed, brings the maker and consumer of such food product into privity, and for an injury arising out of a breach of such duty, impliedly warranted as performed, the sufferer may reach the one in fact inflicting the injury.

The implied warranty, so called, reaching from the manufacturer of foodstuffs to the ultimate purchaser for immediate consumption is

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Nov.	Dec.												
Chicago	25.	26.	27.	28.	29.	1.	2.	3.	4.	5.	6.	8.	9.	
Kansas City	160%	162%	162%	162%	160%	159%	161%	160	161	162%	164%	165%		
St. Louis	151½	153½	153½	153½	152½	151½	153½	152%	153%	153½	155½	157%		
Minneapolis	160%	161%	161%	161%	163%	159%	160%	159%	160%	161%	163%	164%		
Duluth (durum)	156%	158%	158%	158%	157	156%	158%	157%	158%	159%	161%	162%		
Winnipeg	158	158½	158½	158½	159	157%	156%	158½	157½	158½	159	160%	161%	
Milwaukee	165%	167%	166%	167%	166%	164%	163%	165%	164%	165%	167%	168½	169%	

MAY CORN.

Chicago	119	119%	120%	121%	121%	121%	122%	122%	124%	124%	126%	128%	
Kansas City	111½	111%	112%	113%	113%	113%	115%	115%	116%	117½	119%	122	
St. Louis	118½	118%	120	120%	120%	120%	122	122%	123%	124%	126%	128½	
Milwaukee	119	119½	120%	121%	121%	121%	122%	122%	124%	124%	126%	128½	

MAY OATS.

Chicago	58½	58%	58½	58%	58½	58%	58½	59%	59%	60½	61%	62%	64
Kansas City	58½	57%	58½	58%	58½	58%	58½	59%	59%	59½	61½	62%	63%
Minneapolis	53½	53½	53%	53%	53%	53%	53%	54%	54%	54½	55½	56½	58
Winnipeg	63½	64%	64	63%	63½	63½	64%	64%	64%	63½	64%	65%	65%
Milwaukee	137½	58½	58½	58%	58½	58½	59	59%	59%	61½	62%	63%	

MAY RYE.

Chicago	137½	138%	139	137%	135%	136%	136%	137%	138%	140%	141	
Minneapolis	128%	129%	130½	128%	126%	128½	128½	129%	130	131½	132	
Duluth	133%	134	134	133%	133%	131	133½	132%	133½	134½	135%	136%
Winnipeg	133	134	133½	132%	130%	132%	131½	133½	135%	136½	137	

MAY BARLEY.

Minneapolis	87½	87%	87	86½	85%	85½	88	88	88½	91	91%	92½
Winnipeg	87½	88%	88%	88	88	86	84½	87½	87	87½	90	91%

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in the nature of a representation that the highest degree of care has been exercised, and a breach of such duty inflicting personal injury is a wrong in the nature of a tort, and not a mere breach of contract to be counted on in assempsit. Except in name and to establish privity between the manufacturer and the ultimate consumer, it is the same thing as negligence. Plaintiff's case, in its last analysis, bottomed on negligence.

Dealer and Manufacturer Both May Be Liable.—We are fully persuaded that the manufacturer of foodstuffs is liable to respond in damages to the purchaser thereof, for immediate consumption, injured by a foreign poisonous substance therein; that the retail dealer may be joined as a party defendant; and the liability of both may be counted on in tort for negligence or breach of implied warranty as mentioned.

As the case must go back for a new trial, we will briefly point out the issues. The burden rests upon plaintiff to show that the poison was in the flour when purchased from defendant Manshum. If such fact is established, plaintiff will make out a *prima facie* case against both defendants, and the burden will shift to defendants to excuse themselves. If defendant Manshum satisfies a jury that the flour was delivered by him to plaintiff's decedent in the same container, and exactly as furnished him by the manufacturer—in other words, that the poison did not get into the flour while in his possession—then he is not liable, and excuse, if any, is to be made by the manufacturer. If the manufacturer satisfies a jury that, in making and packing and marketing the flour, the highest degree of care was exercised, then no actionable negligence or breach of duty exists and plaintiff is without remedy.

The judgment is reversed and a new trial granted, with costs to plaintiff.—200 N. W. Rep. 155.

Volumes and Open Futures on Chicago Board.

Revised figures showing the daily volume of trading on grain futures on the Board of Trade of the City of Chicago during the month of November, 1924, together with monthly totals for all "Contract Markets" as reported by the Grain Futures Administration of the U. S. Department of Agriculture, are given herewith. The figures listed represent sales, or only one side of the transaction, there being an equal volume of purchases in thousands of bushels.

Nov.	Wheat.	Corn.	Oats.	Rye.	Total.
1.....	24,283	8,396	4,093	3,079	39,851
3.....	35,941	12,100	5,054	4,840	57,935
Holiday					
5.....	54,417	16,318	5,115	7,302	83,152
6.....	56,026	15,106	7,644	6,015	84,791
7.....	66,284	18,534	5,306	5,044	95,168
8.....	49,522	19,045	5,773	4,239	78,579
10.....	74,368	27,316	10,672	8,501	120,851
12.....	59,009	31,500	9,957	4,959	105,425
13.....	70,764	40,928	18,509	7,188	137,389
14.....	65,849	29,552	10,518	4,422	110,341
15.....	38,792	13,510	5,600	3,704	61,606
17.....	58,766	22,759	5,820	2,873	90,218
18.....	47,272	36,610	6,887	2,749	93,518
19.....	43,519	49,029	14,897	2,846	110,291
20.....	53,376	32,656	11,175	3,983	101,190
21.....	37,955	29,907	5,182	3,024	76,068
22.....	43,650	17,683	3,890	2,322	67,545
24.....	61,552	18,826	6,584	3,549	90,511
25.....	54,664	21,483	6,308	2,438	84,893
26.....	43,852	16,561	6,248	2,448	69,109

28.....	45,074	17,125	9,959	1,955	74,113
29.....	33,532	21,059	10,155	1,349	66,095

Tot. Chicago Bd.

Trade 1,118,467 516,003 175,346 88,829 1,898,645

Chicago year ago 553,850 355,588 40,414 18,381 968,233

Chicago Open Bd. 34,405 11,715 1,135 286 47,541

Minneapolis C. of C. 101,110 25,437 7,409 140,515

Kansas City B. of T. 45,567 23,074 198 68,839

Duluth B. of T. 27,630* 14,616 55,774

St. Louis Mer. Ex. 10,592 5,101 15,693

Milwaukee C. of C. 1,953 1,491 1,580 311 5,335

San Francisco C. of C. 729

Los Angeles Gr. Ex.

Baltimore C. of C.

Total 1,339,724 557,384 203,696 111,451 2,233,071

Total year ago 676,795 394,517 48,946 42,101 1,169,256

*Durum wheat with exception of 483.

"Open Contracts."

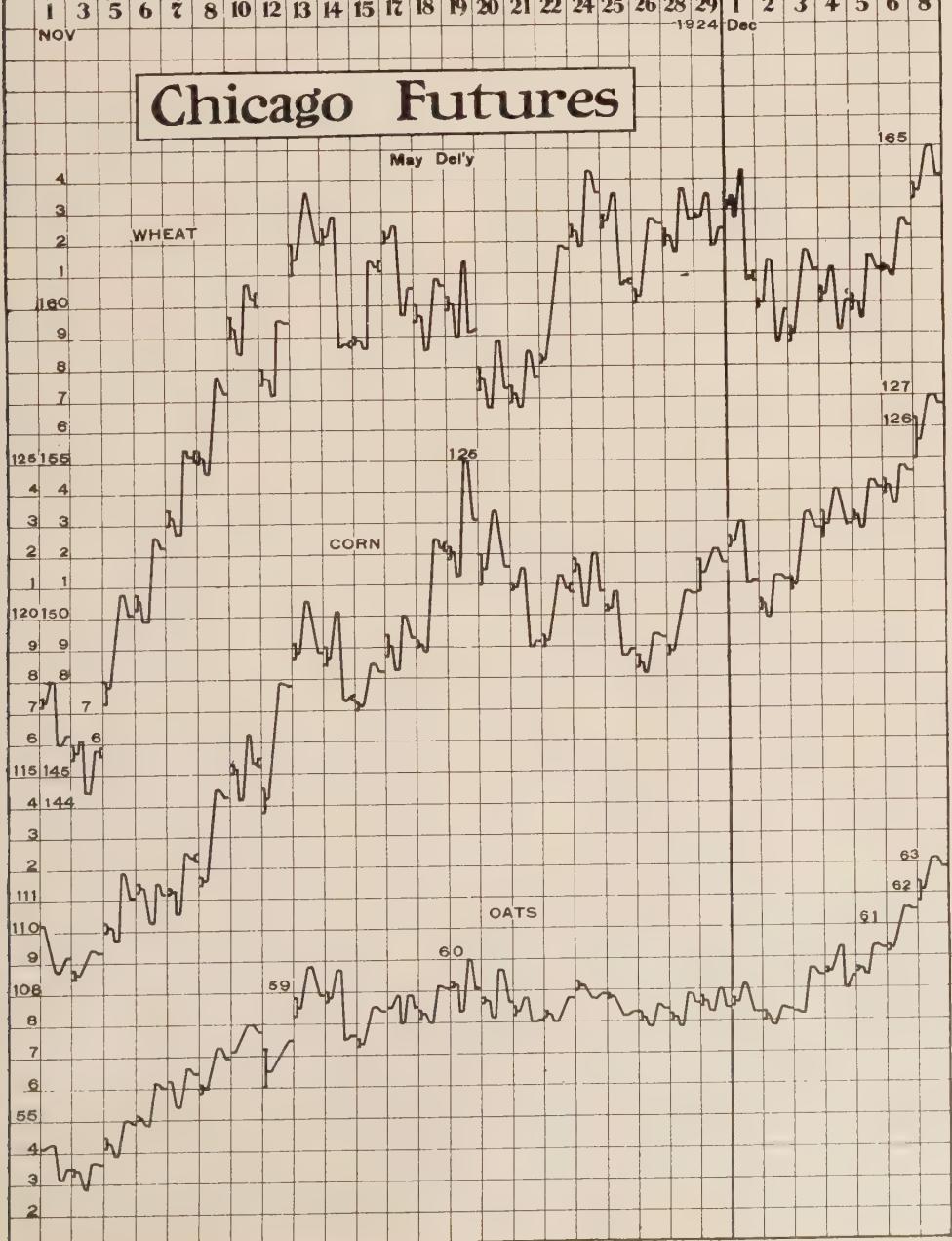
The open contracts during the month of November reached new highs for the season in all grains traded in on the Chicago Board of Trade. The lowest volume of open contracts for the month was on Nov. 1 in all four grains. In wheat the largest open interest was at the close on Nov. 28, with 134,160,000 bus. Prior to November the high in wheat was on Aug. 20, with open contracts aggregating 125,-046,000 bus. The largest volume of open contracts in corn futures was 71,506,000 bus. on Nov. 20; in oat futures 80,629,000 bus. on Nov. 28 (same date as wheat); and in rye futures 30,471,000 bus. on Nov. 22.

The aggregate of open contracts in all futures for all grains reached a maximum for the season of 314,072,000 bus. on Nov. 28. These figures represent contracts open on the books of the Clearing Members of the Chicago Board of Trade on the short side only, there being an equal volume open on the long side or a grand total of 628,144,000 bus.

The contracts open at the close of trading each day were as follows, in bushels, 000 omitted:

Date.	Wheat.	Corn.	Oats.	Rye.	All grain futures.
1.....	109,371	63,843	73,506	26,444	273,164
3.....	111,411	64,288	74,268	27,963	277,935
5.....	110,855	64,268	74,455	27,845	277,423
6.....	110,828	63,988	74,278	27,672	276,766
7.....	109,594	64,946	74,423	27,724	276,687
8.....	109,742	64,474	74,063	27,590	275,869
10.....	111,777	65,141	73,725	28,105	278,748
12.....	115,256	66,852	73,545	28,551	284,204
13.....	115,189	65,765	74,765	28,699	284,418
14.....	117,220	65,866	75,365	29,347	287,798
15.....	118,314	66,372	75,876	29,458	290,020
17.....	118,870	64,917	76,216	29,618	289,621
18.....	120,629	67,252	76,447	30,008	294,336
19.....	120,984	68,654	77,625	30,358	297,621
20.....	121,767	71,506	79,041	30,445	302,759
21.....	120,153	69,750	78,391	30,125	298,419
22.....	124,629	70,650	78,817	30,471	304,567
24.....	127,947	70,493	78,604	30,140	307,184
25.....	129,706	70,256	78,835	30,178	308,975
26.....	130,580	68,634	79,755	30,208	309,227
28.....	124,164	69,229	80,629	30,050	314,072
29.....	132,833	67,796	79,476	29,568	309,672
Av. Nov....	119,173	67,044	76,459	29,116	291,794
Av. Oct....	110,719	63,703	74,227	24,196	272,846
Av. Sept....	107,051	53,906	53,697	22,665	287,320
Av. Aug....	113,674	54,419	41,637	23,549	233,279

AMERICAN MARKETS are still the cheapest. Liverpool March wheat is selling thirty cents over Chicago December. Shipping difference is around 22 cents. Farmers have sold wheat freely. Primary receipts are expected to show a sharp falling off. The trade seem to feel that our visible will soon start decreasing and present stocks will melt away rapidly. Regardless of price this country's bread consumption will show very little decrease. Foreigners must have supplies and with the damage in the Southern Hemisphere buyers will have everything in their favor. Rains have benefited the new crop to some extent, but many fields are infested with Hessian fly. Don't press the short side of July wheat at present.—C. A. King & Co.



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Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

Galloway, O., Nov. 28.—Crops at this station were very poor.—C. W. Graul.

Ashville, O., Nov. 28.—This station will ship about 150 cars of wheat.—Ashville Grain Co.

Lamont, Ia., Nov. 30.—Small grain produced a good crop here.—Lamont Farmers Commission Co.

Vincent, Ia., Dec. 1.—Oats produced a good crop here.—N. Ersland, mgr., Farmers Elevator Co.

Crosbyton, Tex., Dec. 5.—Growing wheat looks good.—W. Matthews, mgr. Crosbyton Union Elevator Co.

Wagner, Mont., Nov. 30.—Crops were fine here this year. Lots of fields went 35 to 40 bus. per acre.—G. Hopkins.

Plain City, O., Nov. 26.—Oats in this section produced about 6,000 bus. Wheat produced about 15,000 bus.—Z. E. McCampbell.

Wheat Basin, Mont., Dec. 4.—Spring wheat seeding will be approximately what it was last spring.—C. W. Knapp, agt., Powers Elevator Co.

Wagner, Mont., Dec. 1.—We had some wonderful crops, running from 20 to 40 bus. per acre.—Harry F. McConnell, agt., St. Anthony & Dakota Elevator Co.

Olney, Ill., Dec. 1.—We have had the best crop of oats in this section that we have seen in 25 years. The oats are heavier and the yield is better than usual.—Shultz Seed Co.

Harpster, O., Nov. 26.—Ordinarily this section raises 150,000 to 200,000 bus. of oats, but the last 2 years have been exceptional. This year we will get 100,000 bus.—Harpster Grain Co.

Syracuse, N. Y.—Insufficient wheat was raised in this territory this year to keep our mill busy, which has caused us to gravitate to the jobbing business, tho we still do some grinding.—Parker Flour Mills, Inc.

Springfield, Ill., Dec. 3.—Last week was cold. There was very little precipitation but some snow fell. Weather was fine for corn husking and three-quarters of this work has been completed. Winter wheat averages good in condition but needs moisture.—C. J. Root, meteorologist.

Murray's Crop Report.

Chicago, Ill., Dec. 6.—Acreage sown to winter wheat this fall is estimated to be about 42,189,000, which is about 2,000,000 acres, or 5% more than last year, but 3,761,000 acres, or 8.2% less than 2 years ago.

Wheat's condition on Dec. 1 was slightly under average, being 85% compared with 88% a year ago and 85.6% the 10-year average. Dry weather is affecting the new seedlings, particularly in Nebraska and North Central Kansas. The 10-year average yield per acre, based upon the planted acreage, is 13.6 bus. The present acreage and condition suggests a production of 570,000,000 bus. provided conditions are average.

The yield per acre of winter wheat of the 1924 crop was slightly above harvest estimates. Total production of winter wheat for this country is estimated now at 603,567,000 bus. The total 1924 wheat crop including spring wheat is estimated at about 870,000,000 bus.

Rye was sown to 4,354,000 acres this fall, according to estimates, which is 23,000 acres under last year. The condition on Dec. 1 was 88%. The year's crop was about 65,800,000 bus.

Corn is husking out even less than expected, the yields reported averaging 22.9 bus. per acre, indicating a total production of 2,418,000,000 bus.—Nat C. Murray, statistician, Clement, Curtis & Co.

Suits against twenty-one farmer members of the County Farm Buro, Fremont, O., to collect \$420 in delinquent farm buro membership dues, were filed by attorney Rood M. Winegardner. Evidently some of the farmers have lost interest in this organization. What did they get out of it?

Husking Reports.

ILLINOIS.

Tuscola, Ill., Nov. 17.—New corn started to move to Tuscola elevators today and proved better than expected, most of it grading No. 4. Moisture is running about 20%.

Olney, Ill., Dec. 1.—Corn in this section has matured in nice condition and we expect an excellent crop. We are already receiving new yellow corn quite freely and are paying 90c per bu. for it. New corn is making from 35 to 40 bus. to the acre on the average.—Shultz Seed Co.

Atwood, Ill., Nov. 24.—No old corn to speak of remains in this territory but the new crop is good. Yields are running from 40 to 90 bus. per acre, much better than the 1923 crop. More ear corn than usual is moving due to the high moisture content. We weighed in 4,000 bus. of new shelled corn which graded Nos. 4, 5 and 6.—Atwood Grain & Supply Co.

Denver, Ill., Dec. 3.—We will ship little if any corn during the next 12 months. The past summer was the first in 4 years that we shipped corn at all. Usually the feeders use it all and they will doubtless do so again this year. The yield will run from 25 to 50 bus. per acre of very poor quality. A small amount might grade No. 2 but the larger share will grade No. 4 or lower. Practically no old corn remains on the farms.—R. E. Lyon, mgr., Denver Co-operative Elevator Co.

INDIANA.

Fairmont, Ind., Dec. 4.—The best corn of this territory was raised right around Fairmont this year.—O. W. Florea.

Fairmont, Ind., Dec. 4.—Not much corn in this territory. What there is, however, is good.—Chas. F. Naber, Chas. F. Naber & Co.

Van Buren, Ind., Dec. 4.—We will have to ship in corn, due to the poor crop in this vicinity.—E. McVicker, Farmers Equity Exchange.

Marion, Ind., Dec. 4.—There is no corn in this territory. We are shipping in to supply the demand.—O. M. Thomas, Thomas Milling Co.

Sulphur Springs, Ind., Dec. 5.—We are shipping in corn. The crop in our vicinity is proving inadequate for feeding purposes.—C. T. Wilson, Wilson Grain Co.

Fort Wayne, Ind., Dec. 4.—Light weight animals are being shipped to market, due to the shortage of corn and the poor quality and high price of what there is.—B. Levy, Steifel & Levy.

Poneto, Ind., Dec. 2.—Corn crop here is almost nothing. Very little old corn remains on the farms. We have not taken in any new corn as yet.—C. C. England, Farmers Elevator Co.

Fort Wayne, Ind., Dec. 4.—Corn is coming in with 28% moisture. We have about 1,000 bus. strung along in the bottom of the crib. It looks pretty fair, except for the high moisture content.—Nathan & Wolf Grain & Seed Co.

IOWA.

Churdan, Ia., Dec. 1.—The corn crop is poor and very light in weight.—M. E. Blazer.

Vincent, Ia., Dec. 1.—Corn grown here is very light.—N. Ersland, mgr., Farmers Elevator Co.

Taintor, Ia., Dec. 4.—We have about one-half the usual crop of corn.—Taintor Co-operative Shipping Ass'n.

Morning Sun, Ia., Dec. 3.—No old corn is left on the farms in this territory. All the new corn will be fed by local feeders.—Reids Elevator Co.

Lamont, Ia., Nov. 30.—Corn yielded poorly here and we are shipping in. We have already received 2 cars and considerable more will be needed before another crop grows.—Lamont Farmers Commission Co.

McNally (Ireton p. o.), Ia., Nov. 28.—Corn yields vary, ranging from 25 to 40 bus. per acre. Most of it is grading Nos. 4 and 5. No old corn remains in the farmers' hands here and the movement of the new crop is light.—Farmers Elevator Co.

Harlan, Ia., Dec. 3.—This territory's 1924 corn crop can all be fed to hogs and cattle in this vicinity. Very little old corn is left in the farmers' hands. The new crop is yielding from 20 to 40 bus. per acre—most of it around 20 bus. A few fields of extra good corn yielded around 60 bus. per acre.—John Ruman, sec'y Farmers Grain & Mercantile Co.

Everly, Ia., Dec. 2.—Very little old corn remains here. New corn is very light and chaffy. It is hard to estimate the actual yield. One

farmer shelled out a field which averaged 20 bus. of shelled corn to the acre. That is about as good as the average. No corn will be shipped from this station as there will not be enough for the feeders. A large number of hogs are being shipped out to save the corn.—F. W. Roberts.

NEBRASKA.

Greenwood, Neb., Dec. 1.—Corn only averaged about 25 bus. per acre here but is of very good quality. We shipped 15 cars of new corn during November, which graded Nos. 2 and 3. Most of the farmers will hold for higher prices. Several seed corn buyers are in this vicinity.—Farmers Grain & Stock Co.

OHIO.

Plain City, O., Nov. 26.—The corn crop turned out poorly this year and there is none to ship.—Z. E. McCampbell.

Ashville, O., Nov. 28.—This station will probably ship a few cars of corn, tho we are doubtful as practically all of the corn is needed for local feeding purposes.—Ashville Grain Co.

TEXAS.

Crosbyton, Tex., Dec. 5.—We will have to ship in corn.—W. Matthews, mgr., Crosbyton Union Elevator Co.

Crops Abroad.

Villa Marie, Argentina, Dec. 4.—Crop has been badly damaged by drought. Rains came too late and important area will have a very light yield. Some fields are fair, others very poor. Crop will be greatly reduced this year. Harvest half completed—some threshing. Weather hot. Corn burning badly.—Geo. M. LeCount, Stein, Alstrin & Co.

The Argentine total wheat area is 50,000 acres more than the first estimate of the statistical department of the Argentine ministry of agriculture, being 2,900,000 acres, according to the final official estimate for 1924. The annual average wheat acreage for the last 10 years has been 2,640,000. Linseed acreage is 956,000 compared with 852,000 the previous season and the acreage of oats is 428,000 compared with the previous 10-year average of 420,400 acres.

G. D. N. A. Has Selected Meeting Place.

The directors of the Grain Dealers National Ass'n have unanimously accepted the invitation of the Kansas City Board of Trade, to hold the 29th annual convention of the G. D. N. A. in that city.

Monday, Tuesday and Wednesday, Oct. 12, 13 and 14, 1925, have been selected for the meeting. Headquarters will be in the Hotel Muehlebach.

Cotton Crop Report.

Washington, D. C., Dec. 8.—The Crop Reporting Board of the U. S. Dept. of Agriculture, as of the date of Dec. 1, estimates that the total production of cotton in the United States for the season 1924-25 will amount to 6,289,137,000 pounds (not including linters), equivalent to 13,153,000 bales of 500 pounds, gross weight (478.2 pounds lint and 21.8 pounds bagging and ties estimated per 500-pound gross weight bale). Last year the production was 10,139,671 bales, two years ago 9,762,069, three years ago 7,953,641, and four years ago 13,439,603 bales. The average production for the five years 1910 to 1914 was 14,259,231 bales, and for 1915 to 1919 the average was 11,481,084 bales.

The average weight per running bale this year is estimated at 499.8 pounds gross, compared with the weights reported by the Bureau of the Census of 498.5 pounds in 1923, 501.7 pounds in 1922, 498.5 pounds in 1921, and 504.5 pounds, the average for the preceding five years.

The reports of the Crop Reporting Board do not include "linters," which are a product obtained at mills from the seed. The production of "linters" is about 5.5 per cent as much as the lint production (average 1918-1922).

The price per pound of lint cotton to producers December 1, 1924, was 22.6 cents, compared with a December 1 price of 31.0 cents in 1923, 23.8 cents in 1922, 16.2 cents in 1921, 13.9 cents in 1920, 35.6 cents in 1919, 27.6 cents in 1918, and 27.7 cents in 1917.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Malta, O., Dec. 5.—No grain is shipped from Morgan county. It all comes in.—Morgan County Farmers Elevator Co.

Danville, Ky., Dec. 1.—In normal seasons we ship from 75 to 100 cars of wheat from this station.—Anderson & Spilman.

Sulphur Springs, Ind., Dec. 5.—Some oats and wheat still remains in this territory to move.—C. T. Wilson, Wilson Grain Co.

Matthews, Ind., Dec. 4.—Wheat is about all in. About 1,350 bus. here was pooled.—W. Penrod, Farmers Co-operative Elevator Co.

Crosbyton, Tex., Dec. 5.—Most of the wheat is shipped out. We will have to ship in oats.—W. Matthews, mgr., Crosbyton Union Elevator Co.

Port Colborne, Ont.—The government elevator here is refusing to receive more grain, due to all the bin spacing being already contracted.

Denver, Ill., Dec. 3.—This territory still has some wheat and a large amount of oats to be marketed.—R. E. Lyon, mgr., Denver Co-operative Elevator Co.

Fairmont, Ind., Dec. 4.—Not much oats for sale in this territory. The acreage was light. Wheat is selling for \$1.50 to \$1.55.—Chas. F. Naber, Chas. F. Naber & Co.

Taintor, Ia., Dec. 4.—Very little grain is moving in this district. Lots of oats are being fed. Hardly any being shipped to market.—Marion H. Pothoven, mgr., Taintor Co-operative Shipping Ass'n.

Rye Movement in November.

Receipts and shipments of rye at the various markets during November, compared with November, 1923, were as follows:

	Receipts— 1924	Receipts— 1923	Shipments— 1924	Shipments— 1923
Ft. Worth, cars	3	.....	2	.....
Baltimore, bus.	606,778	45,360	487,935	43,335
Cincinnati, bus.	19,600	14,400	15,400	12,000
Chicago, bus...	2,386,000	925,000	14,000	32,000
Duluth, bus... *Ft. William, bus.	5,104,895	1,414,931	4,541,744	2,139,836
Indianapolis, bus.	1,021,938	.....	931,501	.....
Kan. City, bus.	17,000	17,000	18,400	27,000
Milwaukee, bus.	47,300	29,700	51,700	7,700
Minneapolis, bus.	343,380	110,370	143,980	91,280
Montreal, bus.	714,570	791,160	735,870	301,950
New York, bus...	2,626,500	.....	3,666,079	868,345
Omaha, bus...	166,600	121,800	155,400	28,000
Peoria, bus...	40,150	2,400	38,400	7,200
Phila., bus...	113,078	4,358	71,759	.....
St. Jos., bus...	4,500	.....	.....	.....
St. Louis, bus.	1,300	49,500	9,590	24,130
Superior, bus...	1,655,794	347,177	1,575,941	164,150
Toledo, bus...	54,070	30,000	1,285	6,110
Wichita, bus...	1,200	.....	2,400	.....

*4 weeks ending Nov. 29.

Oats Movement in November.

Receipts and shipments of oats at the various markets during November, compared with November, 1923, were as follows:

	Receipts— 1924	Receipts— 1923	Shipments— 1924	Shipments— 1923
Ft. Worth, cars	112	154	37	43
Baltimore, bus.	197,585	206,579	28,088	36,259
Cincinnati, bus.	252,000	242,000	188,000	186,000
Chicago, bus...	4,714,000	5,097,000	3,739,000	3,866,000
Duluth, bus...	994,294	627,096	1,580,720	603,513
*Ft. William, bus.	7,731,677	.....	5,872,830	.....
Indianapolis, bus.	606,000	592,000	662,000	534,000
Kan. City, bus.	567,870	1,026,800	288,000	562,500
Milwaukee, bus.	1,306,050	2,048,200	1,071,512	1,626,050
Minneapolis, bus.	4,908,690	2,513,330	4,146,420	3,130,140
Montreal, bus.	3,269,491	2,111,034	930,989	1,590,874
New York, bus...	1,447,000	.....	981	.....
Omaha, bus...	1,022,000	1,892,000	1,758,000	.....
Peoria, bus...	872,750	1,174,950	709,400	970,600
Phila., bus...	186,914	218,862	19,905	75,998
St. Jos., bus...	86,000	102,000	34,000	52,000
St. Louis, bus.	1,944,000	2,646,000	1,645,610	1,908,910
Superior, bus...	1,526,528	804,102	983,737	584,728
Toledo, bus...	954,100	243,750	180,190	87,480
Wichita, bus...	7,500	43,500	3,000	40,000

*4 weeks ending Nov. 29.

From Abroad.

London, England.—Wm. H. Muller & Co. have been selected as agents in Great Britain and Ireland for the Grain Marketing Co. The Hague, Holland, branch of this London firm will represent the Grain Marketing Co. thruout Continental Europe.

Passage of a measure eliminating the import duty on grain and establishing a credit of 150 million francs to be placed at the disposal of the minister of war to purchase, at his discretion, reserve stocks of grain, has been effected in the lower branch of the French Chamber of Deputies. The upper branch has not yet acted.

Rome, Italy.—Record quantities of American wheat have been brought in during the past 6 weeks. Other large quantities are afloat destined for Italy. Requirements until the end of the year are covered, but the local crop is already sold and a steady demand is causing the total import requirements for the crop year to be estimated above 110,000,000 bus.—Commercial Attache MacLean.

Grain prices have risen in Soviet Russia because peasants, instead of selling bread-grain in order to meet their tax obligations, sold other agricultural produce; available supplies of grain, compared with last year, are smaller whereas the demand for grain from the deficiency regions is large. Reports on the condition of the autumn sowings were not all that could be desired, as in a number of regions, embracing Voronesch, Tambov, Pensensk and Saratov governments, the condition is below average and this condition is causing peasants to hold reserves for next year. In order to prevent a decrease in the acreage under autumn crops, the State had to take off the markets roundly 500,000 tons of grain for seed. Thus A. E. Rykov reports the economic position of Soviet Russia.

The agricultural appropriation bill reported to the house on Dec. 6 carries \$80,000,000 for road construction. This is \$61,000,000 more than the amount provided by last year's bill and would be available during the coming fiscal year. Evidently the author did not read the President's appeal for economy.

Corn Movement in November.

Receipts and shipments of corn at the various markets during November, compared with November, 1923, were as follows:

	Receipts— 1924	Receipts— 1923	Shipments— 1924	Shipments— 1923
Ft. Worth, cars	230	90	15	46
Baltimore, bus.	36,608	42,255	.....	203,200
Cincinnati, bus.	433,000	579,600	295,400	.....
Chicago, bus.	6,347,000	8,000,000	2,508,000	3,579,000
Duluth, bus...	3,127	464,894	175,000	188,003
Indianapolis, bus.	.....	2,113,000	2,494,000	1,571,000
Kansas City, bus.	.....	1,738,750	1,758,750	426,250
Milwaukee, bus.	201,175	1,555,480	205,028	604,953
Minneapolis, bus.	.....	385,980	2,358,500	295,280
Montreal, bus.	23,878	91,928	788	5,926
New York, bus.	129,000	.....	25	.....
Omaha, bus...	529,200	3,446,800	397,600	2,601,200
Peoria, bus...	1,367,45'	1,643,697	731,600	1,172,117
St. Jos., bus...	714,000	861,000	340,500	406,500
St. Louis, bus.	1,411,130	2,134,160	649,170	841,680
Superior, bus...	3,979	676,059	175,000	555,970
Toledo, bus...	240,000	407,500	93,655	99,385
Wichita, bus...	123,600	363,600	80,400	121,200

Barley Movement in November.

Receipts and shipments of barley at the various markets during November, compared with November, 1923, were as follows:

	Receipts— 1924	Receipts— 1923	Shipments— 1924	Shipments— 1923
Ft. Worth, cars	36	68	15	11
Baltimore, bus.	997,123	22,818	751,382	16,446
Cincinnati, bus.	4,200	6,500	.....	.....
Chicago, bus...	1,127,000	767,000	383,000	349,000
Duluth, bus...	1,936,549	364,605	2,141,618	939,157
*Ft. William, bus.	.....	5,205,510	.....	.....
Kan. City, bus.	.....	7,387,313	.....	.....
Milwaukee, bus.	345,500	228,000	18,200	75,400
Minneapolis, bus.	703,100	460,118	257,920	.....
Montreal, bus.	2,756,500	1,632,690	1,926,940	1,073,190
New York, bus.	601,752	830,489	1,282,635	1,012,500
Omaha, bus...	60,800	163,200	91,200	118,400
Peoria, bus...	102,200	400,600	42,000	95,200
Philadelphia, bus.	149,737	81,029	199,216	77,396
St. Jos., bus...	3,500	26,250	3,500	5,250
St. Louis, bus.	166,400	164,800	59,720	54,690
Superior, bus...	2,894,944	860,122	2,251,300	910,047
Toledo, bus...	3,600	7,200	.....	.....
Wichita, bus...	4,800	57,600	1,200	50,000

*Four weeks ending Nov. 29.

Brokerage Due When Contract Accepted.

Harris & Haynes, Colby, Kan., plaintiffs, v. E. M. Rogers Co., Ft. Worth, Tex., defendants, before Arbitration Com'ite No. 5 of the Grain Dealers National Ass'n, composed of H. J. Smith, H. L. Kearns and W. H. Killingsworth.

Plaintiff sold some grain thru defendant, acting as brokers. The defendant collected his brokerage by retaining funds of plaintiff, that were passing thru defendant's hands on account of other business.

Plaintiff claims that brokerage claimed by defendant was not due because he had notified defendant at the time the business creating the brokerage was passing, that brokerage would not be paid until buyer had accepted and paid for the goods, that buyer had eventually failed to accept and pay for the goods, and therefore, there was no brokerage due.

Defendant admits that plaintiff advised that he would not pay brokerage until the grain involved had been shipped and paid for but that he, defendant, had immediately taken exception to that proposition of plaintiff, that he never had agreed to it and that he, therefore, was not bound by plaintiff's statement in that respect.

The evidence submitted indicate that no agreement was reached as to terms different than those governing the usual run of business.

In view of these facts, it is our opinion that the customs and rules should apply and as Section F of Rule No. 36 specifically provides that "Brokerage shall be credited when contract is accepted by principles to transaction" which is the basis on which defendant collected his brokerage, we find for defendant and against plaintiff, and assess all costs against plaintiff.

Fort Worth Market Increases.

Wheat continues to lead in the heavy increases of grain movement thru the Fort Worth Grain and Cotton Exchange. During the week ending Nov. 14, grain receipts nearly trebled those of the corresponding week in 1923, a total of 630 cars being received against 234 cars last year.

Wheat receipts were 267 cars, against 219 cars during the previous week and 99 cars during the same week a year ago. Corn receipts totaled 53 cars, against 21 cars during the corresponding week of 1923. Oats showed an increase of 14 cars over the same week of 1923, the figures being 42 cars against 28. Increases have been noted in other grains, cane seed and snapped corn.

During the past season Fort Worth has rapidly elevated its position among grain markets in the volume of business handled. For the 11 months of the year just ended, Chief Inspector V. L. Nigh reported 29,310 cars of grain inspected as against 16,399 for the same period last year.

Oats, hay, barley and snap corn showed slight decreases, but increases were registered in every other grain, particularly wheat and corn. This has caused the Exchange to increase its force to double what it was last year, in order to handle the heavy volume of business.

During November 870 cars of wheat were received against 382 cars in 1923 for the corresponding period. Corn jumped from 90 cars in 1923 to 230 cars this year. Kafir heads went from 198 cars in 1923 to 535 cars this season.

Wheat Movement in November.

Receipts and shipments of wheat at the various markets during November, compared with November, 1923, were as follows:

	Receipts— 1924	Receipts— 1923	Shipments— 1924	Shipments— 1923
Ft. Worth, cars	870	332	402	174
Baltimore, bus.	1,412,383	2,771,891	851,774	1,774,970
Cincinnati, bus.	407,400	364,800	337,000	364,800
Chicago, bus...	3,363,000	1,591,000	2,963,000	2,197,000
Duluth, bus...	27,608,667	6,053,750	26,715,851	4,920,008
*Ft. William, bus.	.....	41,961,903	32,207,327	.....
Galveston, bus.	5,907,000	.....	5,343,000	.....
Indianapolis, bus.	.....	423,000	247,000	81,000
Kansas City, bus.	.....	5,211,000	5,713,200	4,824,900
Milwaukee,	.....	1,164,225	190,400	827,439
Minneapolis, bus.	.....	12,013,650	14,632,060	5,829,660
Montreal, bus.	16,249,960	17,380,476	21,563,387	18,709,081
New York, bus.	10,204,600	.....	6,016,000	.....
Omaha, bus...	2,232,000	1,954,800	3,064,600	1,401,400
Peoria, bus...	136,350	150,850	104,050	76,400
Phila., bus...	3,714,281	3,802,424	3,378,730	2,596,104
St. Jos., bus.	1,086,400	880,600	499,800	414,000
St. Louis, bus.	3,346,152	2,259,391	2,882,440	1,818,590
Superior, bus.	13,329,798	3,495,312	14,093,856	3,409,354
Toledo, bus...	1,787,515	3,663,600	14,275	1,357,335
Wichita, bus...	1,635,000	992,400	84,200	496,200

*4 weeks ending Nov. 29.

Indiana Dealers Discuss Cooperative Law

The pending Standard Co-operative Marketing Law, which is being promoted in Indiana and is quite certain to come before the State legislature during the coming session has been the subject of considerable controversy between Indiana grain men and Indiana farmers and farm organizations. Last week it was thoroly discussed in local meetings of grain men at Marion, Muncie, Winchester and Fort Wayne. It is being firmly supported by the Indiana Wheat Growers Ass'n and the Indiana Farm Buro Federation. Tho it was framed 2 years ago it has so far failed to get sufficient support to make it a law.

Both independent and co-operative elevator companies have found the bill as framed at present objectionable, largely because it contains a provision which would hold the grain dealer responsible for buying pooled wheat, knowingly or unknowingly, and make him, as well as the farmer, pay a penalty for buying wheat raised by a pooler.

Features of the bill: Among the other drastic features of this monstrosity is a provision which would permit 3 men, 2 of whom would be Indiana residents, to form a corporation of unlimited capitalization entirely disregarding the anti-trust laws. Further, as much preferred stock as the incorporators desired could be issued, yet control could be maintained by a handful of common stock held by the promoters. To form a corporation of \$100,000,000 capitalization under this law it would be necessary to pay the State only \$10, which is required of the smallest corporations under the present law.

Any farmer signing a contract with such a pooling organization would be compelled by law to live up to it. If he sold his pooled wheat to a regular dealer he would be penalized 25c per bushel, plus the cost of recovering what he had sold.

A grain dealer buying pooled wheat would be fined anywhere from \$500 up for each offense. The law would also attempt to make the landlord of rented land on which pooled products were raised, responsible for the violations of his tenant.

Such a pooling organization would not be required to own anything and would be unable to guarantee the farmer any larger price than he could get thru his regular dealer bidding for his product under a competitive system. The pool would be given complete control without having to grant a thing.

One of the arguments presented by the promoters when the bill was first framed was that under its provisions a wheat pool of gigantic proportions could be organized and could control the price of wheat. This argument is of no consequence now. Pooling is permitted under the old co-operative marketing law, which was enacted some 6 or 8 years ago, and pooling organizations have been operating in Indiana for some time. So far they have been unable to demonstrate either efficiency in handling or effectiveness in getting the farmer a higher price for his wheat. They have had to handle the grain thru the grain elevators and pay the grain man as much, if not more, than he would otherwise get on a competitive system. They have had to sell on the same market as the farmer who made no contract with a pool.

In promoting the bill its advocates went to the legislature and said they represented the farmers of Indiana. They had the signatures of approximately 16,000 farmers. Statistics, however, show that the state has 225,000 farmers, 123,000 of whom are grain growers. The ratio of 16,000 to 225,000 or to even 123,000 does not indicate representation of all the farmers of the State.

The wheat pool in Indiana has returned

to the farmer somewhere around 85c per bushel on his wheat so far, tho wheat has been selling at around \$1.50. On this the farmer is paying interest. How much more he will get is doubtful. The consensus of opinion at the local meetings of the dealers was that he would not get more than a total of \$1.25 per bushel at the best. Most dealers thought that after storage charges and overhead had been paid by the pool the farmer would not receive that much. The pool has possession of not more than 750,000 bus. of wheat in the state and this amount must bear the expenses of maintaining over 50 employees, several of whom receive over \$5,000 per year, a large office, insurance, storage charges and other overhead expenses. Certainly a large slice will be cut from the farmers' total receipts.

In the local meetings at Muncie, Marion, Winchester and Fort Wayne 4 different co-operative elevator companies were represented. Each and every one of them agreed with the independent grain dealers and were opposed to the so-called "Standard Cooperative Marketing law" as it is framed. It would not only graft on the farmer but would likewise affect the grain dealer by its provision for holding the grain dealer responsible for buying a pooler's wheat, regardless of whether he did so knowingly or unknowingly.

Indiana grain dealers it seems are not desirous of opposing a fair measure for the operation of pooling organizations, even tho it is unnecessary. The present bill, however, is intolerable.

Officers of the Indiana Farm Buro Federation who are promoting the wheat pool and the Standard Cooperative Marketing law have indicated that they would not insist on the drastic provisions. Grain dealers, according to the consensus of opinion at the local meetings mentioned, think it will be possible to confer with the Federation officials and have the very objectionable features removed. An effort is being made to hold such a conference.

The party that will control the legislature voted almost unanimously against approval of the measure in its present form. Indiana grain men are withholding endorsement until certain modifications make it acceptable.

Michikoff wheat discussion led to the opinion that it was unfitted for Indiana soil and would not long be raised in a commercial way. Its growing is rapidly becoming a local proposition.

Indiana is primarily a soft wheat state. Its land and its climate seem best fitted for raising that kind of wheat. Some farmers have succeeded in getting excellent yields from Michikoff but it proved superior to soft wheat only when raised on the best soil and treated with meticulous care.

Michikoff makes a fine flour and is readily milled, but the flour is not so white as that from soft wheat, having a creamy shade. Some mills pay a premium for it, but they sell their product locally.

The dealers commented on the fact that the American people do not use so much flour as they used to and attributed the apparent lowered consumption to the bakeries. More and more people, not only in the cities but on the farms, are buying their bread and bakery wagons deliver to farm houses in many cases.

Thus they buy only for immediate consumption and the bread is not wasted so much as when the housewife bakes. Prepared flours are carefully used to prevent waste and are widely used. A few years ago people depended upon bread during the winter months, but now they can supplement their menus with fresh vegetables from the greenhouses, which also

cuts down on the per capita consumption of wheat.

One of the results credited to such conditions is that the elevator operator gets less grain to handle. While his margins are as good, if not better, than in former years his expenses of operation are higher and the volume of wheat handled much lower. The direct effect is seen in the profits of elevator companies, many of which seldom return a dividend.

Sidelines: Discussion showed that the country elevators have found their salvation in handling sidelines. The handling of grain is rapidly taking a lesser position while more attention is given to selling feed, field seeds, coal, lumber, etc., and these make the elevator's profits.

Costs was the subject of considerable discussion at Winchester. Many of the operators have a very indefinite idea of their costs of operation and are accordingly unable to gauge their prices so as to make a reasonable profit. Some dealers offered to furnish their books for inspection by the others. It was decided that considerable headway could be attained by holding local cost meetings wherein local dealers gathered and discussed the subject.

Believes Associated Effort Necessary.

[From address by C. C. Truax before Ohio Grain Dealers.]

I think all realize that all great achievements from the beginning of civilization to the present time as well as future developments and greater benefits has and will only be created by this co-ordinated movement.

The cave man could not kill the mammoth. He conceived the idea that by a number of cave men getting together they could easily kill several mammoths and by so doing all could have food for many months.

Our forefathers could not cross the great plains individually but by organizing large trains and all sticking together, each working and helping his fellow being, they were able to do this and make possible the greatest country in the world.

We point with pride to the superiority of our country. Our great commercial structures. Our wonderful homes and the most beautiful women and children on earth. Staid and worn policies of our mother countries do not apply to our time and this country because we as a people are far advanced. We demand maximum service and as individuals a full measure of good things.

We have confidence in our efforts; know that our customers are better served "than any customers of other countries on the face of the globe. We know that in all fields of commercial activity trade organizations have benefited producer, buyer and seller and the consuming public. Trade organizations are composed of leaders in each field of endeavor. Members benefit in accordance with time, effort, and funds put forth.

It is impossible to benefit unless you do your part. The larger and more rounded out organization you have, the more will be your benefits.

The Ohio Grain Dealers Ass'n is one of the oldest and most honored organizations in our state. Much credit should be given its founders and executives. Its present officers and members have a most commendable goal and cherished ambition. That goal and cherished ambition is to make the "Ohio Grain Dealers Ass'n" the largest, most powerful and far-reaching organization for good to all at interest in our state.

This in my opinion is a most commendable ambition. This goal and cherished ambition can only be accomplished by increased membership and maximum co-operation. This membership should include every grain dealer in our state. We as members should lend every assistance to secure this membership. We should appoint ourselves a comitee of one to see that our neighbors and friends become members and get their friends to do likewise.

We should be prompt in attending all meetings of our organization and especially the Zone Dinners and Meetings. We should bring our friends so that they may become acquainted with our activities. The grain business is the means by which we earn our living and supply the need of our country.

The Ohio Grain Dealers Ass'n is constructive, short on promises and long on action. I believe in the Ohio Grain Dealers Ass'n because it is an honest endeavor for good to its members, producers, buyers and sellers of grain, operated by honorable men with a task that deserves the help of all forward minded men of the grain trade and the consuming public.

Income Tax Department

Conducted by M. L. Seidman, C. P. A.

[This is one of a series of articles on how to prepare income tax returns that will appear regularly in the Journal. Mr. Seidman is Chairman of the Committee of Tax Consultants of the Committee of American Business Men. He is a well known tax expert and has written numerous articles on taxation. Mr. Seidman will answer all questions on the subject directed to him by our readers. Such questions should be addressed to the Tax Editor. To receive attention, all communications should be signed by the writer. Mr. Seidman's answer, however, when published will not reveal the identity of the inquirer.]

Income tax returns for 1924 will be filed under a new law that makes many changes over the last law. It will be the purpose of this series of articles, not only to point out and explain these changes, but also to unravel in as simple a manner as possible, the mass of technical language with which the law is worded, so as to assist the layman in the correct preparation of his tax return.

It will be, of course, impossible to discuss the particular problem that may be confronting any one reader. For that reason, in conjunction with the articles, a question and answer column will be maintained, where individual problems submitted to the writer will be answered.

The first question that naturally comes up in the consideration of the income tax, is the determination as to what persons are subject to the tax. Those who do not come under the law obviously have no incentive to become acquainted with its provisions. On the other hand, those who are subject to the income tax are charged with knowledge of not only every provision in the law, no matter how technical, but also the many regulations, rulings and court decisions that are constantly being issued in the interpretation of the law. It becomes very important, therefore, to determine who are deemed competent to comprise this latter group.

The citizen of the United States. It makes no difference where that citizen lives, whether in the United States or in a foreign country, he is subject to the income tax. Nor does it make any difference whether none of his income comes from the United States, he is still subject to the income tax. In other words, a citizen of the United States may reside in Africa and derive all his income from the exploitation of diamond mines in Africa, yet he and his income would be subject to the United States income tax, in spite of the fact that none of his income was derived from sources within the United States.

The resident who is not a citizen, but lives in the United States. For all practical purposes, such a person stands in the same position as does the citizen, for his entire income, whether derived within the United States or not, is subject to the income tax. In the case of a resident non-citizen, therefore, even tho all of his income may be represented by dividends in a French corporation, he would be subject to the income tax on it. The important part is that he is a resident of the United States, and as such he becomes subject to our tax laws.

The non-resident who never sets foot on the United States may be subject to the tax, for, to the extent that his income is derived from sources within the United States, he becomes taxable thereon. For instance, an Englishman is subject to an income tax on the interest of bonds of a corporation organized in the United States, or dividends on the stock of such a corporation. Likewise, rentals from property located in the United States would be subject to tax, even tho the property is owned by a foreigner who has no actual contact or nothing to do with the collection of the rentals.

As a general proposition, therefore, it may be concluded that citizens of the United States

and persons that reside here tho not citizens, are subject to tax on incomes from all sources, and that non-resident persons are subject to tax on incomes from sources within the United States only.

It should be noted in this connection that wherever the word "persons" is referred to in a discussion of the income tax law, it is used to include not only individuals, but partnerships and corporations as well. In other words, the same rules are applicable to domestic corporations as to residents of the United States; that is, they are taxable on their incomes from whatever source derived. Likewise, the same rule is applicable to foreign corporations as to non-resident individuals, to wit, they are taxable only on their income derived from sources within the United States.

Partnerships, as such, are not subject to tax, as they are not recognized as an entity distinct from the partners who make up the partnership. The partners, however, would be subject to tax under the rules already outlined.

Estates and trusts, on the other hand, are regarded as separate entities and hence are subject to the income tax.

Another point should be carefully noted. The fact that a person is subject to tax does not necessarily mean that he is required to file a return or to pay a tax. It merely means that such a person comes within the scope of the law. Whether a return must be filed or a tax paid is governed by a different and distinct set of rules. In other words, every one who must file a return would of course be subject to the tax, but it does not follow that every one who is subject to the tax must file a return. Likewise, every one who must pay a tax must file a return, but every one who must file a return must not necessarily pay a tax. These are three separate divisions, altho one is contained within another. The broadest division consists of those who are subject to the tax. The next division is of those that have to file returns. That subject will form the basis of the second article of the series.

Bewitched: Oddly coincidental in its happening the two main drive shafts of the two mills of the Consolidated Flour Mills Co., located at Caldwell and Winfield, Kan., broke on the same day at almost identically the same hour, and in the same place, recently. Operations were delayed for about 2 days while the shafts were repaired.

Calcium cyanide as an insecticide in the United States is the subject of a summary which will be prepared by Prof. J. W. McCulloch, acting head of the department of entomology at the Kansas State Agricultural College, and others appointed to a com'ite of the American Ass'n of Economic Entomologists. The report is rapidly being completed for the meeting of the entomologists at Washington, D. C., on Dec. 31.

Corn continues active with sentiment a little more bullish than a while ago. Receipts are not so large as yet but the open winter is still holding down the consumption. Bulls argue that it may be true the number of hogs and cattle on the farm is less than usual, but claim that it takes a good deal more of the present corn crop to bring about normal results. Speaking of husking returns, we want to compliment the Grain Dealers Journal of Chicago upon their very complete report which takes in the principal corn states and consists of hundreds of returns, the majority suggesting the poorest corn crop in quality and quantity in many, many years.—J. F. Zahm & Co.

The Special Agents Dine and Discuss

The fourth annual dinner of The Chicago Railway Special Agents and Police Ass'n, was held Dec. 9 at the Auditorium Hotel; there were close to four hundred in attendance. Those making up this large gathering included the Chief Special Agent Grain Door Agency of the Chicago Board of Trade, Judges of every court including Judge Glass of the Interstate Commerce Commission, mayors of all the surrounding cities, chiefs of police and some of their officers, superintendents of railroad police and chiefs and their men of the special agents branch of different railroads. On the top floor entertainers mingled among the carnation buttoned crowd, songsters sang amid the blooming decorations, and Toastmaster J. Hamilton Lewis's gavel swelled the enthusiasm and increased the mirth of those present whether directly or indirectly concerned or affected with the protection members of this association are affording shippers to the Chicago market.

The toastmaster rightly claimed the present day to be an era that made necessary the increase of responsibilities to everyone; an era when one never knows what will happen next or whether or not the same home would be returned to that was left earlier in the day.

T. E. Pratt, Chief Special Agent of the C. B. & Q. R. R., spoke of the good work of the Mayor, Chief of Police, Corporation Counsel and City Council in securing 1,300 additional policemen, employed by the railroads, by the passage of an ordinance which gives the special agents the same power to arrest as city officers have. "While there are a number of states and a few cities," he said, "which have passed similar laws, it is our firm belief that after the Special Agents Departments are better understood practically every city of any size in the U. S. will do likewise." . . . "In the selection of special agents, qualifications alone are the only things considered. We are not subject to political influence nor do we contribute to political parties." . . . "It is our aim to familiarize the public with just what railway managements are doing in order to protect the property of shippers in cars . . . The Chicago Railway Special Agents & Police Ass'n comprises what is known in railroad circles as the 'switching district' of all railroads entering this city. As an example of the good work being carried on without taxpayers' assistance I cite the case where special agents on seven railroads caused 1,739 arrests and secured 1,435 convictions. The special agents departments of an average of 106 railways which are members of the American Railway Ass'n caused 11,016 arrests for felonies, 106,215 arrests for misdemeanors and secured 6,316 convictions for felonies and 95,310 convictions for misdemeanors. Out of this number were 3,892 employees. It is the policy of all special agents departments to co-operate with the law enforcement officers, not only of the city, county and state, but the federal officers as well. Our mission with our own employees is to straighten them out when they are doing wrong. A salary of \$2,652,000 yearly is paid the 1,300 special agents on the 35 railroads entering Chicago."

Judge Glass of the I. C. C. emphatically impressed the necessity of preparing cases flawlessly. "Improperly prepared cases cause nearly all failures to convict," he said. "The Interstate Commerce Commission laws are very technical and difficult to handle. Every detail is positively necessary. The absence of one witness and the consequent breaking of the line of proof of constant unlawful possession by another breaks the proof of the offense and loosens the case."

The City of Chicago Police Octette and numerous other good features alternated with the speeches and concluded the program.

Much credit for the success of the well-arranged dinner is due Geo. H. Miller of the Board of Trade.

The GRAIN DEALERS JOURNAL.

Reliance Elevator at Port Arthur, Ont.
To the large aggregation of grain elevators that have made Fort William, Canada, famous as the world's largest grain storage port, there has now been added another up-to-date steel reinforced concrete elevator, known as the Reliance Elevator, and shown on front cover page of this number of the Journal.

Like all the elevators situated on the Port Arthur end of the bay front, this house stands on a dock extending lengthwise into the waters of the bay, the depth and the character of the bottom inviting the construction of docks to an unlimited extent outwardly. This avoids dredging to create slips, and necessitates the building of docks far out in the bay beyond to elevator to make the car receiving shed a thru house. At the outshore end of the track shed of the Reliance Elevator is a 3-track pile and timber trestle, 1,008 ft. long, to accommodate loaded cars, with an equal amount of trackage in shore to take the unloaded cars.

A concrete dock extends 1,000 ft. along the slip side of the elevator, heavily reinforced, and having steel rails imbedded in its face as fenders, to protect the face concrete. At approximately 50 ft. centers in deck of dock, mooring bollards are provided.

To enclose the elevator site, heavy British Columbia fir sheet piling was used under the dock face and across the outshore end, all of which was anchored back to two rows of batter piles and deadmen.

The elevator trackage is connected with the Canadian National Railway and Canadian Pacific Railway. A slip, approximately 150 ft. wide by 1,900 ft. long by 25 ft. deep, provides for the largest of grain boats.

To support the structures, and provide for future addition, 6,100 pieces of round pilings were used.

Except the trestle the plant is built entirely of reinforced concrete and consists of working house, track shed, storage annex, office and transformer building, dock, and pile and timber trestle.

The Track Shed foundation, parallel to the tracks, is 110 ft. long and 64 ft. wide. The track shed accommodates three lines of tracks, with two receiving hoppers per track, each holding one carload of grain. Under each line of receiving hoppers is a 36-inch belt conveyor discharging to a receiving leg in the working house. At each receiving sink there is provided one pair of Clark Automatic Power Shovels, the two sets of shovels for the one track being driven by a line shaft. At the inshore end of the track shed is a 4-drum car haul with

a 4-drum car cable return puller.

In the track shed basement are a workshop, two lunch rooms, storage room and oil storage room.

The Transformer House and Office Building is built in the intervening space between the storage and working house structures. On the first floor on the dock side is provided one large room for a general office, 29 ft. 10 ins. square, while on the track side is a large room 29 ft. 10 ins. by 35 ft. for the housing of transformers, static condensers and switchboards. Sufficient transformer and condenser capacity is allowed to take care of additional capacity that may be erected. In the basement of the transformer house is a hot water furnace, workmen's and office toilets and dock tool room.

The Working House is 78 ft. wide, 110 ft. long and 152 ft. high above base of rails. The basement is 13 ft. 6 ins. and the first story 21 ft. high. From first floor ceiling to top of bins is 66 ft. The cupola has five floors, the first, immediately above the bins being 14 ft. high, the others respectively 20 ft., 30 ft., 10 ft. and 6 ft. 6 ins.

The bins of the working house have a capacity of 379,000 bus. in 35 circular, 27 interspace and 19 outerspace bins, the inside diameter of the bins being 13 ft., spaced 16 ft. center to center.

The two 36-inch belts delivering grain from the track hoppers to the receiving legs are driven by two 10-h. p. motors, furnished by the Canadian General Electric Co., running 860 r. p. m. by means of Morse Silent Chain Drives. The receiving legs have each two lines of 14x8x8-inch buckets, and discharge to 2,000-bu. garners over 2,000-bu. hopper scales, furnished by the Canadian Fairbanks-Morse Co. Five scales are installed, with provision for a sixth. The scales discharge thru large Mayo Spouts to all bins in the working house as well as to all conveyor belts to storage, to the four-car spouts and to the 6-boat shipping bins. The receiving legs are driven by 100-h. p. G. E. Motors, the reduction from motors to head shaft being by Morse Silent Chain Drives and by double helical gears from counter to head shaft. Both chain and helical gears run in oil. The large chain gear on the countershaft is on a steel plate clutch, which can be operated from the ground floor of the work house, or any of the intervening floors in the cupola. The shipping legs also have 100-h. p. G. E. Motors and the cleaner and screenings legs 50-h. p. motors. Nine elevator legs have been installed and provision has been made for three additional legs.

While most of the cleaning machinery is on the first floor, the distributing floor contains a No. 11 B Warehouse separator, driven by a 15-h. p. G. E. Motor, and a two high installation of discs, driven by a 15-h. p. motor, besides a dust collector.

On the ground floor are fourteen No. 11 Monitor Receiving Separators, furnished by the Huntley Mfg. Co., operating in two batteries of 5 machines each and one battery of four machines. Each battery discharges to a cleaning leg, equipped with one line of 14x8x8 cups. The air from the cleaners goes to dust collectors over the track shed.

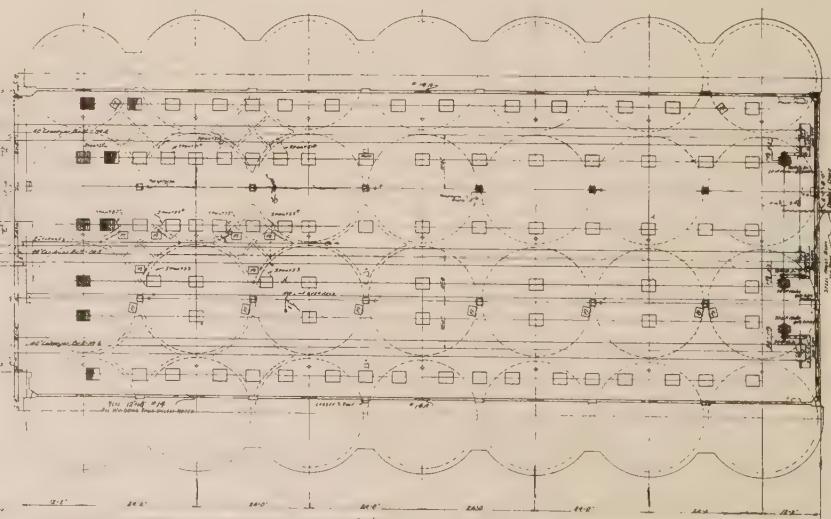
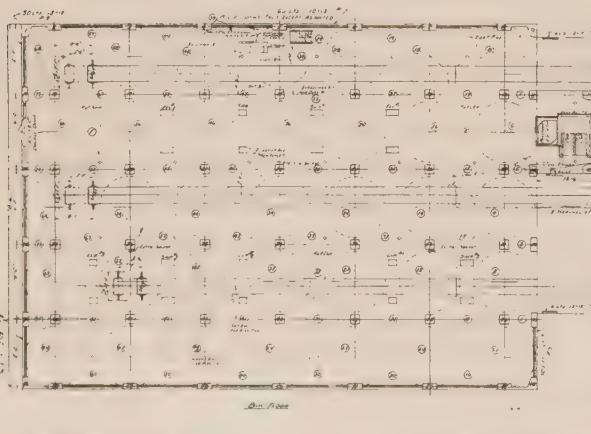
Six G. E. Motors of 30 and 20 h. p. drive the 14 cleaning machines, the 30-h. p. motors driving three machines each, and the four 20-h. p. motors driving two machines each from the same shaft. The cleaners have 24x9-inch pulleys, with an 8-inch belt from the 16x9 pulley on the 20-h. p. motors, running 860 r. p. m. The 30-h. p. motors have 16-11-inch pulleys, driving 10-inch belts.

Each cleaning leg discharges to two 2,000-bu. cleaning garners in the cupola, as well as to the shipping garner. All cleaning garners spout to one battery of four largest size discs. These cleaning garners also discharge in pairs to three telescope spouts which discharge to practically all working house bins and to all belts to storage.

The screenings from the receiving separators discharge into two 9-inch screw conveyors, which, in turn, discharge into a 12-inch Screw Conveyor, which delivers the screenings to the screenings leg, equipped with one line of 14x8x8-inch buckets. This leg discharges to a 2,000-bu. screenings garner in the cupola. The screenings from this garner, are spouted to a No. 11 Monitor Separator, or can be passed to a telescope spout. The No. 11 Monitor acts as a scalper, the coarse screenings being delivered to a work house bin, and the wheat, oats and seeds spouted to a 2-high installation of discs. The top disc is a wheat and oat machine and the lower a special seed machine. These were supplied by the Strong-Scott Mfg. Co.

For shipping, three 36-inch conveyors are provided from the storage, delivering to three shipping legs, each provided with two lines of 14x8x8-inch buckets, and discharging to a 2,000-bu. garner over a 2,000-bu. hopper scale. The scales discharge through large Mayo spouts to practically all bins in the work house, to four-car spouts, six-boat shipping bins, and to all three belts to the storage cupola. The boat shipping bins are connected up in pairs to a shipping telescope spout.

In one corner on the dock side of the cleaner floor is the inspector's office, pro-



Pin Floor Plans of Working House and Storage Annex of the 1,500,000-bu. Reinforced Concrete Reliance Terminal Elevator at Port Arthur, Ont.
[See pages 743, 744 and front cover page.]

vided with two heaters. In the other corner is the timekeeper's office, back of which is the room containing the air compressor, driven by a 10-h. p. motor. On the opposite side from the dock, and in view of the track shed, is the foreman's office.

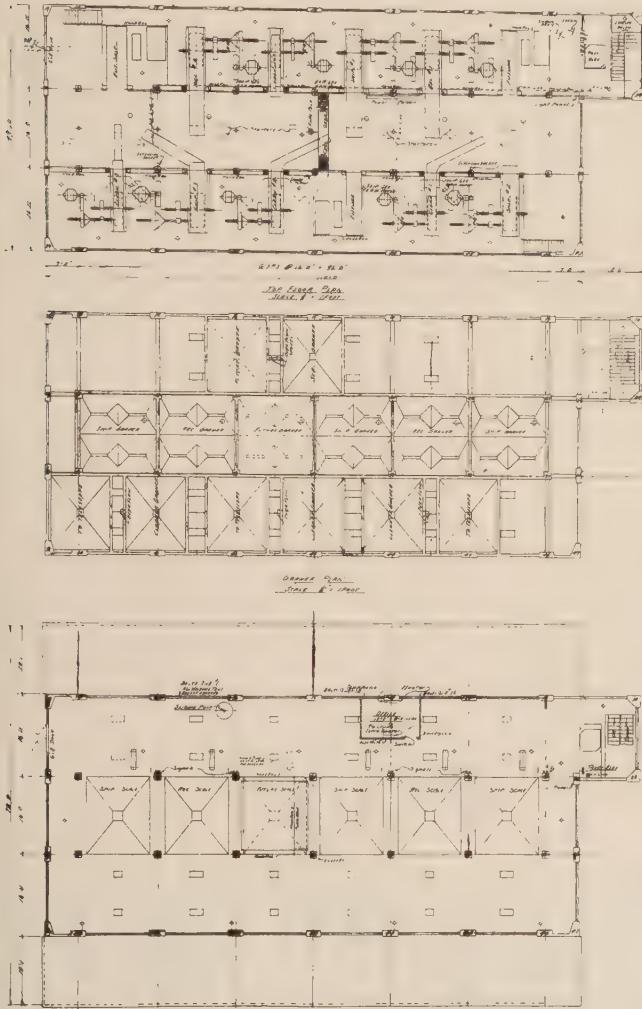
Separately inclosed outside the working house in a shaft 12 ft. 6 ins. by 17 ft. 10 ins. is the passenger lift and stairway with landings at the ground floor and each of the cupola floors.

large interspace bins and 16 small interspace bins, which are made by quartering the regular interspaces. The inside diameter of the round bins is 23 ft. 2 ins. The overall length of the storage from the tank line to tank line is 168 ft. 4 ins., and the width, 96 ft. 4 ins. The total capacity is 1,027,000 bushels.

For delivering grain to the storage, three 40-inch conveyors are provided, each conveyor equipped with one 2-pully self propelling tripper.

All outside bins and interspace bins, discharge to one of the three lines of belts, while the two center rows of round bins deliver to two lines of belts. The three conveyor belts are driven by three 30-h. p. motors, running 850 r. p. m. and having Morse Silent Chain Drives to shafts 37-16 by 6 ft. 6 ins. carrying the 24x43-inch belt pulleys.

This latest addition to grain handling facilities at the Canadian "Head of the Lakes"



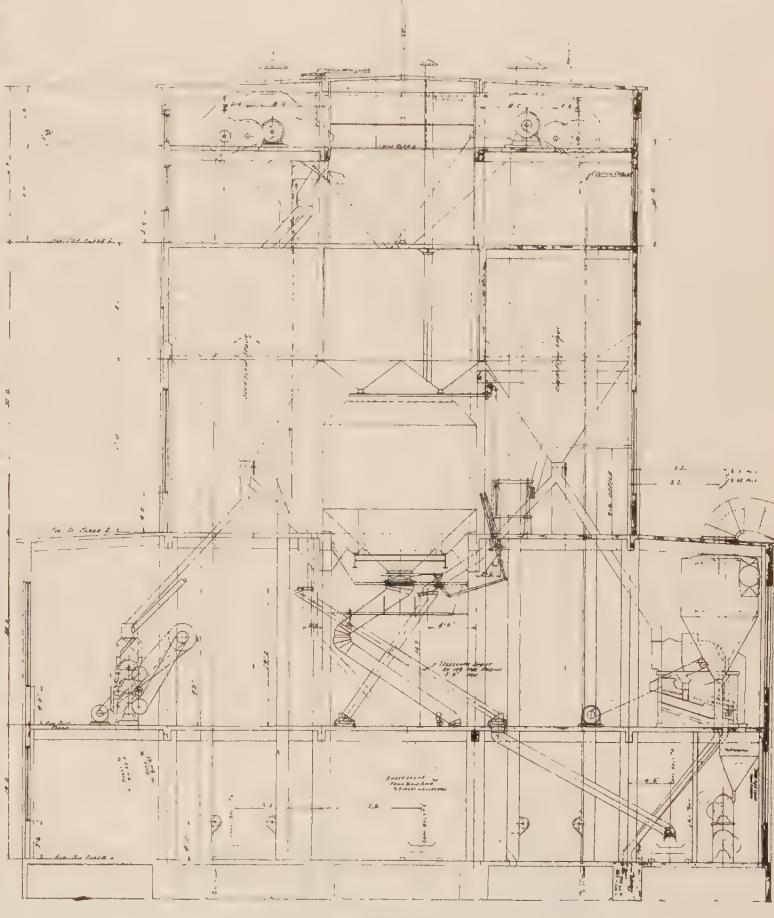
Top, Garner and Scale Floor Plans of Cupola.

All units are electrically driven throughout the plant by 550-volt, 60-cycle induction motors made by the Canadian General Electric Co., in sizes ranging from 7½ to 100 h. p. All speed reductions from motors to conveyor belts are made by means of Morse Silent Chain Drives running in oil cases. All minor reductions are by means of rubber transmission belting, as from motors to cleaning machines, screw conveyors, passenger lift and air compressor. Rubber belting was supplied by the Gutta Percha & Rubber Co. and the transmission machinery by the Dodge Mfg. Co.

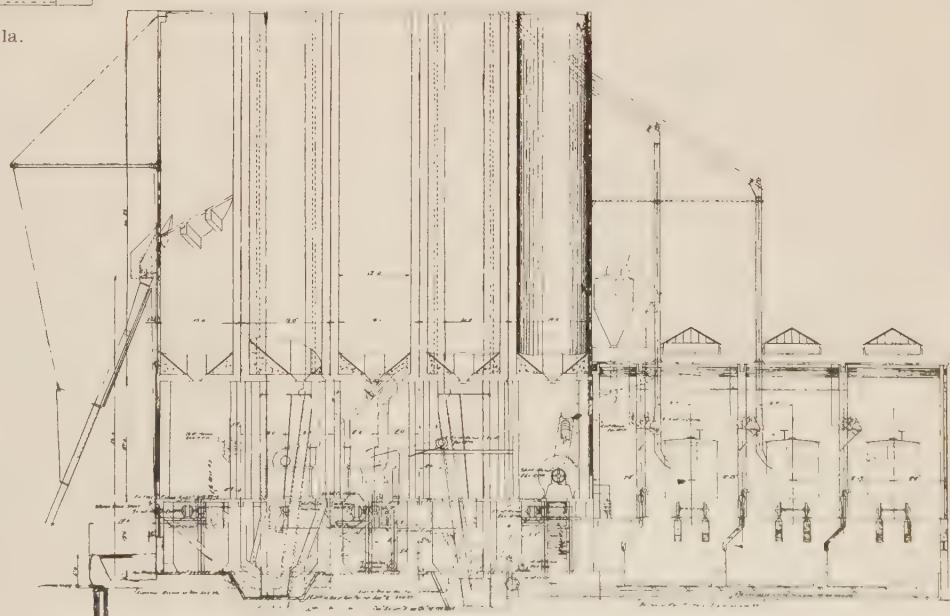
Dust sweep-ups are provided throughout and a dust collecting system for all cleaners except the discs. A 50-h. p. motor drives a large fan on the cleaner floor, blowing to dust collectors on second floor of cupola. The dust collecting system was furnished by the Cyclone Blowpipe Co.

Good lighting is provided by the use of a large amount of glass area, there being about 10,700 square feet of glass in the plant. All sash is rolled steel and glazed with double strength glass.

The Storage Annex consists of 28 circular bins (7 bins long by 4 bins wide), 14



Cross Section Thru Cupola.



Cross Section Plan Thru Working Story and Track Shed of the 1,500,000-bu. Reliance Terminal Elevator at Port Arthur, Ont.

[See pages 742, 744 and front cover page.]

The GRAIN DEALERS JOURNAL.

was designed and constructed by the Barnett-McQueen Construction Co. for the Smith-Murphy Grain Co., of Winnipeg, Man., and is operated by the Reliance Terminal Elevator Co. The construction of the elevator was started on Jan. 16, 1924, and completed, ready for full operation, on Oct. 1, 1924, all in accordance with the terms of the contract.

Co-operative Law Invalid?

In an attempt to eliminate the feature of the Minnesota co-operative marketing law, which forbids and calls a misdemeanor solicitation by a merchant of the produce of a farmer who has pledged it for delivery to a co-operative, Louis W. Schwartz, a storekeeper of Morrissey, Minn., a member of the Minnesota Butter, Egg & Poultry Ass'n, on Nov. 18 served notice on Clifford L. Hilton, Minnesota attorney general and 150 co-operative marketing organizations that he was bringing action against them to declare the co-operative marketing law unconstitutional. He is backed by a fund said to be large enough to carry the fight to the United States Supreme Court.

The defendants named include the new Minnesota Co-operative Egg & Poultry Exchange, the new Minnesota Potato Growers Exchange and all the district ass'n's that compose them.

The co-operative marketing law concerned makes a dealer liable to \$500 fine if he sends out his usual card with cash quotations on eggs, butter and poultry to a farmer who is a member of a co-operative ass'n. Hearing was started Dec. 6, in the Ramsey County District Court, St. Paul, Minn.

J. J. McIntire, and the Campbell Elevator Co., Campbell, Minn., have been enjoined from buying grain of the members of the Minnesota Wheat Growers Ass'n, pending a suit for \$25,000 damages for 50 pounds of wheat.

An adjoining grain elevator suffered considerable damage and a large quantity of grain was destroyed when the largest mill in Lenin-grad (Petrograd) burned recently.

Over 40 corn millers attended the annual meeting of the American Corn Millers Federation, held in the Congress hotel, Chicago, Dec. 5 and 6.

The meeting opened at 9 a. m. on Dec. 5, with the registration of those present, and a roll call.

Pres. J. W. Craver, St. Joseph, Mo., gave his annual address, from which we take the following:

President's Address.

This is the 8th annual meeting of our Federation. The last year has been but little different from previous years—possibly our industry has fared somewhat better than in the previous year. Business on the whole has been erratic, due to unsettled markets. Outside of the war years, we have witnessed the highest range of values on corn in my milling experience of more than 20 years.

Apparently, the consumption of corn has overtaken production. We have heard much in recent months in reference to legislation to regulate values of cereals, but in the last year corn has demonstrated that only one thing regulates values, and that is the immutable law of supply and demand.

When we met here a year ago, the harvest of a wonderful crop of corn was just being completed and we were elated over the prospects. In the closing months of the year we have witnessed abnormal prices, which fortunately have not seriously affected our business.

In this sort of times, it is rather difficult to forecast accurately the future trend of business, but it is my belief, with the rising tide of prosperity thruout the land, in fact, thruout the world, the corn millers will participate to no small extent. Many are of the opinion we are facing a period of prosperity, let us hope this is true. Certainly this is no time to become discouraged. It is time to buckle on our armor and fight for increased business and better conditions in business. This is a progressive age and to succeed, the industry and individual must be aggressive. There never was a time when salesmanship and proper business methods meant as much as they do today—the laggard and the unprogressive are doomed to fall by the wayside.

We have met today to consult with one another, and to plan a course that will lead us to success. There was a time when business was not so strenuous, when it was not necessary for meetings of this kind. Times have changed and it is no longer possible for a corporation or an individual successfully to fight alone. Organization and cooperation are absolutely essential. We are met on every hand by organized effort.

This spirit of cooperation is becoming worldwide. Our great industries realize the importance of it, and we as corn millers would be untrue to ourselves, if we did not cultivate the spirit of fellowship and work in unison. This new spirit of cooperation affords us an opportunity to meet and know our competitors, and today I can safely say that some of my best friends are among my competitors. We as competitors should be friends and solve our problems in a friendly way. In unity there is strength. I feel that our industry is making progress. Corn products are becoming popular and we should make them still more popular. In my address last year, I referred to advertising, but as I see it, we are now no better able to put on an advertising campaign than we were a year ago. Other industries have emerged from periods of depression as a result of aggressive advertising campaigns.

When prohibition was enacted it was the belief that the grape-growers of California were facing ruin. But by judicious advertising they have created a demand and increased the consumption of their products. Strange as it may seem, we are all eating more raisins today than ever before. So much for advertising. The corn millers suffered about as the grape growers suffered. We lost our brewers' grits business, but we have not been so fortunate in finding a market for our products, and our industry today is overbuilt.

Our industry is gradually but surely gaining headway. The South has always been a large consumer of corn products, and any increase, therefore, must come from the North and from foreign countries. I believe I am safe in saying there has been greatly increased consumption of corn goods in the North the last year or two. I do not know just what brought this about—it has not been advertising, for corn millers have done very little.

Our problem is to increase the demand for corn products in the home. Since we have not the money for advertising, we must do it thru quality. I so thoroly believe in quality that I do not think it possible for any industry to be successful unless it produces quality goods.

There was a time when we sold only corn meal. Today corn milling is on a scientific basis. High-grade corn products necessitates expensive equipment, and skillful millers. By various milling processes it is possible to make several grades of corn meal, or Cream, Pearl and Standard, also Corn Flour, Grits, Hominy, Corn Oil, Sugar, Corn Starch, Corn Syrup, Germ Meal, Hominy Feed, and Paste. From no other cereal, has it been found possible to secure so many products.

I have been attending corn millers' meetings for a great many years, and in that time I have preached branding corn products, the selling by label rather than marketing products by grades. Every miller should provide an attractive label for his product. His label, however, will never become popular unless it stands for quality product. By adopting this plan we will educate the public to call for a brand, rather than simply calling for a sack of meal. Many millers are following this plan and some have become successful.

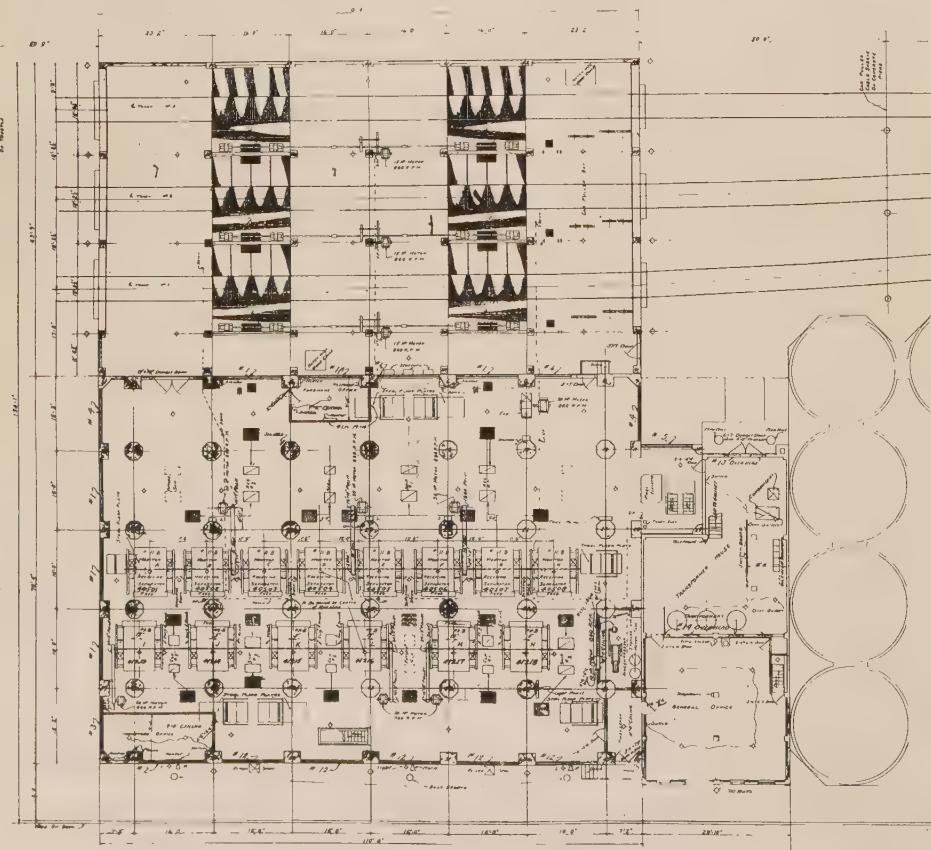
Misbranding: One of the greatest troubles with our industry has been misbranding. The best way to overcome it is thru proper labels, instead of attempting to eliminate it by standardization and legislation.

One of our problems is to make the Federation so strong and so necessary that it will merit the support and the confidence of every unit in the industry. The effort is a worthy one and it can be done if every member will work to that end. Let us make the Federation worth while.

I am sorry to say that there are still some corn millers who do not believe in cooperation. If we can show them the results of our work, we should be able to enlist their support. Certainly, a miller would be selfish, indeed, if he would share in the benefits we bring about and not be willing to do his part of the work and bear his share of the expense.

The Federation brings about better conditions within the industry—it makes better men of our members—it makes for efficiency in production—efficiency in marketing, in fact, efficiency all along the line, which benefits not only the units in our industry, but the consumer as well. Our meetings should be, and are educational.

[Continued on page 748.]



First Floor Plan of Working House and Track Shed of Reliance Terminal Elevator at Port Arthur, Ont.

[See pages 742, 743 and front cover page.]

Cotton Market Opened on Chicago Board of Trade

Chicago merchants, manufacturers and bankers have long been active in the handling, spinning and financing of the cotton crop, for which marketing facilities hitherto have been found only at the seaboard cities. Their means of handling the crop now have been rounded out by the establishment on the Chicago Board of Trade of a market for the sale and purchase of cotton for future delivery.

The Chicago contracts will have as their basis the delivery of cotton at Galveston and Houston, Tex., which form the greatest cotton exporting center in the world.

Texas alone produced 4,450,000 bales of this year's 12,816,000-bale cotton crop, Oklahoma coming second with 1,300,000 bales, more than one-half of the cotton crop being grown west of the Mississippi River.

Talk of a cotton market in this part of the country has been heard for several years. There seems to have been an actual demand for hedging facilities. On several occasions the Board of Trade because of its vast marketing facilities was urged to establish such a market on its trading floor.

It was not until September 8, however, that the question was placed before the ass'n's membership. The project received a unanimous vote. This vote was taken only after months of conferences and investigations of every condition pertaining to the establishment of a cotton futures market in this district. The opinions of leading cotton men in the south as well as government officials and representatives of eastern cotton interests were obtained. Everything pointed to the practicability of the project.

For the first time in history, trading in cotton in this part of the country was begun on the floor of the Chicago Board of Trade Monday morning, Dec. 1. Without a single hitch the vast marketing machinery which made Chicago a center of cotton trading swung smoothly into motion. Hedging transactions from the southwest and from consumers in

this district, together with speculative trades, kept the market liquid throughout the session.

Thirty minutes before the 9 o'clock opening hundreds of exchange members and representatives of various lines of commerce began surging about the broad trading floor. By the time a battery of cameras began their desultory flares from a raised platform more than two thousand persons were milling about the pits.

President Frank L. Carey of the Board of Trade made the first transaction, selling a thousand bales to Wallace C. Winter, who bought for James Simpson, president of Marshall Field & Company. This cotton will be delivered on the contracts and used in the company's own textile mills. Mr. Simpson's organization, like other large consumers in this territory, will use the new market constantly in fulfilling demands of their mills.

Mayor Dever and several government officials participated in the launching of the new market.

"It is a historical occasion in commerce," Mayor Dever said. "It is another step in Chicago's forward march as a center of agricultural activities."

Government representatives at the opening included Arthur W. Palmer, in charge of the division of cotton marketing, Dr. Henry C. Taylor, chief of the bureau of agricultural economy, department of agriculture, and Chester Morrill, in charge of administration of the grain futures act.

Flowers from various business organizations decked the pits and executive offices.

"The Chicago Mercantile Exchange," wrote its president, "commemorating today their fifth anniversary of future trading (in produce) extend congratulations on your first day of cotton trading."

"Now you are closely allied with Texas and the southwest," wired President E. B. Guthrie of the Dallas Cotton Exchange tonight. "We wish you every possible success."

President Edward S. Butler of the New Orleans Cotton Exchange wired Samuel P. Arnot, executive vice-president of the Chicago Board of Trade, that the quotations had "been received with hearty welcome by our members," and expressed confidence of high success of the new market. Many similar messages came from New York, Philadelphia, Atlanta, Ga., Galveston and other cities.

Greatest enthusiasm prevails in the south, and particularly in the southwest, over the newly-created market.

"A more splendid commercial tie between the Chicago district and the southwest could not be established," said Joseph W. Evans, who for years has been a leader of cotton merchant and cotton grower associations. He came to Chicago to pledge the support of the Southwest.

"It is an epoch in cotton marketing," declared E. B. Guthrie, Dallas, one of the largest cotton exporters.

"Delivery on Chicago contracts at the joint port of Houston-Galveston will prevent the 'squeezing' of any spot month. The trade will have far better knowledge of the amount of spot cotton available than is now the case."

"This means much greater safety for the exporter. By tendering at Houston or Galveston he will know at any time the exact amount of stocks on hand. In like proportion will the grower be benefited. Southwestern spinners will find an advantage in buying Chicago contracts, which will practically assure the receipt of Texas cotton with its superior spinning value."

Creation of the cotton market comes just seventy-seven years after the formation of the Chicago Board of Trade by a little group of merchants. The town was then a wagon-load market. The exchange now handles 400,000,000 bus. of grain annually, and in sixty-five years total receipts have been 13,000,000,000 bus. and shipments from Chicago 10,000,000,000 bus. To conduct this vast business members of the exchange maintain bank balances aggregating \$200,000,000.

Recently many applications have been coming in from Houston and Galveston warehouses for approval by the Board of Trade directors as regular places for storage and delivery of cotton on Chicago contracts. Some



Opening of Cotton Futures Market on Chicago Board of Trade, Dec. 1, 1924.

The GRAIN DEALERS JOURNAL.

time ago it was stated that if no further warehouses sought designation there would still be ample storage facilities available at those points. Facilities there are declared to be excellent, with incoming tracks on one side of the warehouses and outward bound ships on the other. Total warehouse capacity is placed in excess of 1,500,000 bales.

Under the rules of the cotton futures market, which functions under the United States cotton futures act, each contract is deliverable from one regular press or warehouse located within the Houston-Galveston port area.

The contract unit is 100 bales, which approximates 50,000 pounds of cotton.

Quotations are in cents and hundredths of a cent a pound. One one-hundredth of a cent, or one point on 100 bales equals \$5.00. One cent or one hundred points on 100 bales equals \$500.00.

In event other grades than middling are delivered allowances or deductions will be made on the averages established in the ten designated markets as provided in the United States Cotton Futures Act.

The grades tenderable on Chicago contracts are the same as those at New York and New Orleans as provided for under the United States Cotton Futures Act.

Notices of the seller's intention to deliver will be issued in Chicago.

Sworn inspectors and weighers will be maintained by the Chicago Board of Trade at Houston and Galveston. They will inspect, weigh and sample the cotton offered for certification. This plan in general is similar to that in effect at New York. A separate warehouse receipt must be supplied, however, for each bale.

All cotton will be classified by the United States Department of Agriculture the same as is done at New York and New Orleans.

Trading at Chicago is expected to develop a broad, liquid market. Observers declare it will work an increase in trading in other markets because of increased public interest.

Hours of trading are 9 a. m. to 2 p. m., Chicago time. (Saturdays 9 a. m. to 11 a. m.)

Chairmanship of the Federal Trade Commission has been given Vernon W. Vanfleet, of Indiana, republican appointed by President Harding in July, 1922, to that body, in accordance with the practice of rotating the chairmanship. The entire country would receive the abolition of the Commission as a most acceptable Christmas present.

Farmer Grain Dealers Adopt Resolutions.

Representatives of farmer grain dealers ass'n numbering 23, forming the so-called Farmers National Grain Dealers Ass'n, attended the meeting in Omaha recently. Most of these were presidents and sec'y's of the state ass'n. In the absence of the pres. of the National Ass'n, J. Gustafson, who was ill, Vice-pres. Brown of Kansas occupied the chair.

A resolutions com'ite was appointed early in the first day's session. These resolutions were adopted:

Resolved. That we recommend that the states adopt a uniform color to be used in painting all Farmers' Elevators, and that "Farmer Owned" and our slogan "There is no substitute for the Farmers' Elevator" be lettered on the buildings in a conspicuous place. That this slogan be used on the elevator stationery and that it be used in such other ways as to build for co-operation.

Whereas, It has been the practice of all our state ass'n to publish a year book containing valuable information as to name and addresses of company and officials, also the lines of commodities handled, and,

Whereas, Many firms who are friendly to these companies buy advertising space, therefore, be it

Resolved, That in fairness to these advertisers, we recommend to each ass'n that the year book be neither given nor sold to firms or corporations who are not advertisers in same.

Resolved, That we recommend and urge that all farmer's companies carry workmen's compensation insurance on all employees and fidelity bonds in ample amounts to cover any possible losses.

How to Prepare Ear Corn for Shipment.

BY H. G. POLLOCK, MIDDLEPOINT, O.

The first step in marketing ear corn should begin on the farm. The corn should be husked clean of silks and husks. The good corn should be placed in the crib for storage for future use or taken to the grain elevator to be sold. This corn should be again graded and the moldy and rotten, immature ears should be sorted out of the corn when stored for use, by the farmers and buyers. It should be placed in a well ventilated crib of slatted sides with a good roof, and well cleaned of the silks and husks which attract the rats and mice.

In my younger days I helped harvest the corn crop on Father's estate. He was very exacting in his handling of ear corn to the cribs. Every silk, husk or dirty ear of corn was kept out of the crib and the bad corn was fed to the live stock on the farm.

When I began in the grain business, nobody wanted to load ear corn, but I soon found out that there was a big demand for ear corn to the interior feeders and feed stores. I first installed a Deere Ear Crib Filler and I found the equipment very helpful in loading corn from the driveway. But this always required one or two men in the car to shovel the corn back in the ends of it. This was a tiresome, hard job and sometimes expensive, because of light receipts. Yet the two men in the car could throw out the moldy and rotten ears, which is very essential in loading ear corn for the trade and every buyer wants sound, clean ear corn. It sells better, it looks better, and it feeds better. In the past year I found a system and installed in my two grain elevators that we use in connection with the Deere Crib Filler. We use a blast fan and allow the corn to drop in the blast and blow it back in the end of the car. I have a patent attachment of my own that we use in connection with the blast for cleaning it. It takes the dust, dirt and loose particles out of the corn. The clean corn goes in the car and the refuse goes out in the dust house. I have not yet patented this attachment, but any one who sees it will tell you that it works successfully.

A certain class of trade demands ear corn and the buyers are willing to pay the price, which sometimes is from 3 to 5 more than shelled corn. This is a handsome profit for the grain dealer when in position to clip the coupons and also supply the trade with what they want, at the time they want it and the way they want it.

I have realized in my dealing with the buying public that we should furnish what they want, and they will be willing to pay the price. If the grain and hay dealers would adopt the same principle of supplying their trade with what it wants like the dry goods man, or the grocer, or the shoe man, he could realize more of the war time profits. Some dealers are so set in their ways that you could not move them from their established routine with dynamite or brass bands. They won't listen to anything. Old Cynic never stays with the business and is never successful in anything.

The demand is different than it used to be and that is why some men sell tires, others gasoline and coal-oil for the tractor. It is the man who is alert and progressive who stays in the trade and makes money.

Twenty-five successful years in supplying the interior trade has taught me many a valuable lesson and has taught me to handle ear corn successfully. It has been a problem for many a year and it has been solved.

Burning Wheat Straw Is a Wasteful Practice.

"It is true that millions of wheat straw stacks all over the country prevent the use of a lot of land, but the common practice of burning straw and stubble causes a still greater loss," says H. M. Bainer, director of The Southwestern Wheat Improvement Ass'n.

"Wheat farmers cannot afford this practice as their soils are already deficient in organic matter and fertility.

"Sufficient organic matter improves the physical condition of the soil and makes tillage operations easier; it also reduces baking, cracking, washing and blowing. Organic matter is food for the indispensable bacteria of the soil. Organic matter and nitrogen go hand in hand, and when one is deficient the same is true of the other. A soil is known for its fertility, in proportion to the organic matter and nitrogen it contains. Low wheat yields and poor quality of wheat are largely due to the lack of these two elements."

"As much of the straw as possible should be left on the field in the form of stubble. This is fairly well done by the header and is completely solved by the harvester-thresher. Harvesting with a binder is at fault because it removes too much of the straw from the field."



C. A. Pollock, J. K. Pollock and H. G. Pollock, all of the Pollock Grain Co.

Country Elevator Accounting

A Better Set of Books

By C. A. LOVELL

The approach of another year's ending brings to the manager and the bookkeeper of every country elevator a multitude of thoughts about his accounting system. He is interested in the things the books will show.

If the system is efficient it will disclose many needed facts about the year's operations. It will show profits and losses and the source of each. From it can be drawn an understandable report of the financial condition of the business.

However, if the system is inefficient it may show little or nothing. Above all, it will fail to provide a measure by which to judge the value of past policies and a chart for determining the policies that will be followed in the year to come.

The inefficient accounting system, wherever such exists, should be displaced by one that is efficient. No better time ever exists for making this change than at the beginning of a new year.

An efficient system is one that will yield necessary facts from day to day, and one that at the end of any accounting period can be made to give a recapitulation summarizing everything that has been done.

The most elaborate system yet devised, if it fails in these essentials, is worthless. The simplest and most inexpensive system, on the other hand, is good enough if it performs these services.

The facts that should be disclosed by an accounting system for a country elevator business are as follows:

1. The amount of money invested in the business.
2. The value of property, plant, equipment, etc., and the net worth at any given time, also the amount of cash held.
3. The quantity of each commodity purchased, and the cost.
4. The quantity of each commodity sold, and the amount realized.
5. The resources of the business.
6. The liabilities of the business.
7. The cost of operation.

When the books show these facts, all others that may be desired can be deduced by simple processes of calculation.

The Investment: This is one point where many sets of books are found lacking. In such cases the auditor cannot determine except by long search the amount of money that has been put into the business by its owner. Sometimes the most exhaustive search will not show the truth. The owner himself may know in a hazy way that he has so many thousands of dollars in plant, property, equipment and goods, but he does not know it in a way that is positive and definite. He does not know it well enough, in other words, to satisfy the demands of modern accounting practice.

It is easy to record the investment in starting a new business, but in one that has been operating for a long period the amounts may be difficult if not actually impossible of determination.

Exact inventories are needed to open a set of books for a going business, and for convenience in the future it is best to make them after the close of business December 31.

In the case of a new business, the amount placed into it by the owners is the capital stock, whether the organization be a corporation, a partnership, or an individual enterprise. On the books, this amount should be placed upon the credit side of "Capital Stock," "Investment," or "John Doe, Partner," accounts. The corresponding debits will be upon the bank account for investments in the form of

cash; in property accounts for real estate, plant, or equipment; in grain accounts for grain; and in personal accounts if the investment be in the nature of debts which the individual owner is transferring to the business. This is the starting point for any set of books.

Quantities and Values: These requirements of a good bookkeeping system are the simplest of all, but the fact remains that few country elevator books tell enough about the cost of grain and other commodities bought and the amounts received upon sales.

There should be a separate account for each major commodity. Quantities and dollars should be exact, always; with never a variation on this point.

The difference between quantities purchased and quantities sold will represent shrinkage (or over-run as the case may be).

The difference between the cost and the proceeds received from sales will represent profit or loss, and for this reason the utmost exactness is necessary. Without precise figures to represent profits or losses it will be impossible to gain correct ideas from any other parts of the accounting system.

Resources will consist of all cash and property owned as shown by the various accounts. Included also will be the amounts owing to the business by outsiders, that is, persons who have obtained commodities on credit. Failure of the books to disclose the last cent of these items represents so much loss. In most cases such losses will be irrecoverable.

Liabilities will consist of amounts owing by the business, such as notes to the bank, invoices to persons from whom goods have been purchased, and similar items.

Resources will appear on the debit side of accounts; liabilities on the credit side.

The cost of operation: Although this item has been placed last it by no means is least. The business world has learned that operating costs are quite as important as profits, resources and liabilities themselves, for the very good reason that profits are always directly dependent upon costs. The shoals of high operating costs have sent many of the good ships of business to the bankruptcy courts.

A veritable multitude of operating costs must be considered by the country elevator owner. Included among them are labor, power, rent, heat, light, telephone and telegraph tolls, postage, insurance, interest upon money borrowed and upon capital invested, supplies, advertising, shrinkage losses, losses incurred through errors in grading purchases of grain, inspection and weighing charges, market reports, etc.

Shortly after the close of each calendar and crop year the manager of a country grain elevator ought to become very insistent in his demands upon the bookkeeper to know how much it has cost per bushel, per ton, and per sack, to handle the various commodities. If the manager keeps the books himself his demands should be equally insistent, this time directed against himself and the books. One of the prime tests of a system's efficiency and the bookkeeper's proficiency will be in the ability to answer these demands readily and accurately.

If the books in use at an individual elevator do not show all of the things enumerated in this article within a few days after the year 1924 shall have taken its place in history a new set of books is needed.

When the new set comes into the office, let it be one that will show these things. Keep the books in a workmanlike manner during 1925. The result will be an increased satisfaction from day to day and from year to year.

Colorado Wheat Pool Losing Members.

Boulder, Colo., Nov. 29.—The defeat of William E. Sweet for a second term as governor of Colorado sounded a requiem for the Colorado Co-operative Wheat Marketing Ass'n, one of the sad failures of his administration which cost farmers of the state many thousands of dollars.

Hundreds of farmers who signed their crops under the ironclad contract provisions of the association say they are now planning to sell their 1925 crop on the open market.

Some time ago a thousand or more members of the association banded to secede from the association. The election, however, changed their plans and they have slackened the fight, figuring to save legal expenses and win out by simply defying the contract holders.

The association, of which Sweet was the pillar, was incorporated in such a way that no single member once signing a membership blank, can withdraw.

Many farmers elated over the election outcome are planning on increasing their crop and to utterly disregard the contract with the association, considering themselves free to market their products as they see fit. They believe that the officers who headed the organization will be powerless to force them to stand by their contracts, due to the absence of administrative support.

A large percentage of farmers who still have money coming from the association for wheat which was only partly paid for, see the remainder of their payments vanishing, but are willing to lose it in order to have a fresh independent start next year.

Instances were cited where a Denver miller bought wheat from the association's pool for 2 cents less than he could have gotten it elsewhere. In turn the amount necessary to pay the salaries of the association's officers and the overhead was being deducted from the returns and the amount passed out to the farmers in installment payments. The difference between the price received by the growers and the regular market amounted to from 10 to 16 cents per bu. An eastern Colorado elevator concern bought a great quantity of pooled wheat and shipped it at a profit of 16 cents per bu.—*Denver Post*.

Metal in Plants.

The germ of wheat is a rich source of an unidentified vitamine factor. The association of relatively large amounts of copper, manganese and zinc with this substance, rich in vitamines, is a coincidence of striking interest, says a report on an investigation regarding the necessity of minerals in food being conducted at the Kentucky experiment station in Lexington, Ky.

Experiments made on wheat, white and yellow corn, rice polishings and polished rice, Kentucky bluegrass, red clover, and alfalfa show iron predominates, zinc is second, manganese is third and copper fourth in amounts of minerals contained in these articles.

Fertile soils contain small amounts of the elements copper, manganese and zinc. Plants grown in these soils absorb small amounts of these elements, storing them in the leaves, and in the pericarp and germs of the seeds.

Milling degenerated corn meal, patent flour and polishing rice is claimed to deprive them of the greater parts of these mineral compounds.

Depleted soils may require the addition of available compounds of copper, manganese and zinc to restore and maintain productivity and produce food supplies containing the vital elements in normal proportion.

The three prairie provinces of Saskatchewan, Alberta and Manitoba now have more to say about the world's wheat price than any other section in the world. It is to their misfortune as to weather that we can lay our good fortune and a favorable price for wheat.

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Corn Millers' Meeting.

[Continued from page 744.]

I do not think I ever attended a meeting of corn millers that I did not go home feeling fully repaid for the time and money spent. I always learn something new that will help me in my work when I return to my desk. It is very helpful to meet your competitor and exchange views on production costs, yields, marketing methods, and expense.

Frequent meetings are necessary and meetings to be beneficial should be attended by the full membership. You make your officers' work easier by your presence and cooperation. I appreciate the fact that it is an honor to serve as an officer of an organization like ours, but to accomplish anything officers must have your support. When meetings are called you should come out, for our interests are mutual.

Our Federation to succeed and properly function, must be supported financially, otherwise, it will fail and failure in my opinion, would be calamitous. Our sec'y must be provided with sufficient funds with which to conduct his office.

Legislation: We should keep in touch with legislation that affects our business. Already there are too many laws. Our Legislative Com'ite should watch diligently. No doubt, the McNary-Haugen bill will be reintroduced in Congress—a bill that would abrogate the law of supply and demand.

No doubt, the Howell-Barkley bill will also be brought up again. This bill, if passed, would destroy the Railroad Labor Board and put our railroads back where they were a few years ago. Certainly we do not want to go back to the old order. Our transportation system must not be impaired, but improved.

Another thing that should have our attention is the reduction in duty on mill feeds, which has brought about rather an unsatisfactory condition. The duty on feed should be kept in line with the duty on grain.

Let me say in passing that you are all under very great obligations to Mr. Chivington, for the manner in which he is conducting his office. He has given our problems every attention and whatever has been accomplished the past year, the credit belongs to him. His one thought has been of you and your interests and he has worked untiringly for you.

The work of the Differential Com'ite is very important. Our differentials should be kept in line, that all may follow them. Uniform differentials is one of the strong features of our ass'n.

Since we last met, two of our members have been called to their reward, General Asher Miner and Gordon Simonds.

General Miner was one of our charter members, one of the outstanding members of our industry. His life was an open book, he was a brave soldier, and a loyal citizen. To know him was to love him, and he is missed by all who were fortunate enough to know him.

Mr. Simonds was but a recent member of our Federation and while he attended but a few meetings and was not generally acquainted with our members, he was greatly loved and respected by those who knew him. He occupied an important place in the business world and is greatly missed by his co-workers.

Corn millers should encourage the farmer to plant only good seed, that he may produce desirable milling corn. This can be done, as most of us reside in localities where corn is grown and where we come in contact with the farmers. Agricultural Colleges are doing good work along this line, and we individually and collectively should support them.

Good-will is a wonderful asset—it takes time and money to build it up. If you were to ask me which was the most valuable, good will or the milling plants, I believe I would be compelled to say "GOOD-WILL." Plants can be rebuilt in a short time.

Sec'y Chivington, Chicago, made his annual report, from which we take the following:

Secretary's Report.

The year of 1924 in corn milling has been marked by the elimination of a considerable capacity on the one hand and the rebuilding and reopening of important mills on the other.

Among the casualties in Federation mills may be mentioned the failure of the American Hominy Co. and the Dixie Mills Co. and the destruction by fire of the Chas. A. Krauss, Motlow, Rosedale and Holland-O'Neal plants.

Added capacity is represented by the reopening of the Decatur, Ill., mill of 12,000 bu. capacity, the rebuilding of the Mount Vernon, Ind., plant of 5,000 bu. capacity. The corn milling units of the Rosedale and Holland-O'Neal companies are being rebuilt.

The survey of corn milling capacity begun by the Federation last October indicates that some mills throughout the country that have been down are being prepared to resume milling, and it is safe to say that the industry will continue to face an over-capacity in merchant milling of not less than 300 per cent in 1925.

The Federation has functioned more effectively than ever before, and thru the maintenance of a spirit of confidence among its

members and by the distribution of accurate market information it has saved the industry excessive losses.

Selling for Deferred Delivery: The long fight of the Federation against selling for deferred delivery brought excellent results last winter and spring. Sales were in the main confined to sixty days, and distribution of products was conducted in an orderly and businesslike manner. Jobbers, at first, opposed to a sixty-day limit, gradually came to see that it was a strictly business proposition and many approved the change.

There is this fall the usual amount of misrepresentation about contracts for deferred delivery. No doubt, some meal has been sold with insufficient carrying charges to June, but the total is comparatively small.

In some cases the meal sold on such terms is a 90 or 100 per cent product. There is no feed problem with this class of meal, but the manufacturer of cream meal who has from 30 to 40 per cent of offal to dispose of when pastures are renewed, faces a certain loss if he follows the policies of the mill that makes a 100 per cent product.

Standards: Standards and misbranding has always been a subject for discussion at our meetings, but nothing constructive has ever been done.

If it is the purpose of the members to try to enforce the standards for meal adopted by the Federation, there are at least two ways that something may be accomplished. The Federation may appeal to government agencies, such as the Federal Trade Commission, or the Department of Agriculture.

Some industries have adopted a plan of issuing quarterly certificates of merit to units making products according to standards.

Approximately fifty industries have adopted and are enforcing standards through their trade ass'ns, and some plan can be worked out among corn millers.

Cost Accounting: Thru the activities of the com'ite on cost accounting, composed of Bowman, Adams, Miller, Morrison and Gorman, a monthly cost questionnaire was sent out for a period with the expectation that a majority of members would answer the questions. In this the com'ite was disappointed. The number of reports decreased and the plan was temporarily abandoned. It may be that more members would report costs on quarterly questionnaires.

Transportation: The abolition of the war time tax on telephone and telegraph messages by Congress last summer was a reflection of the efforts of the Federation in cooperation with other ass'ns to have the rates on telegrams and telephone messages reduced. The companies refused to reduce their rates, but volunteered to work toward elimination of the tax.

An impartial and economic survey and investigation of all matters affecting rates and conditions of service by these companies would develop good reasons for reductions in rates below the peak of war time tariffs and more reasonable conditions and terms of service.

Membership: The Federation has maintained its record of holding its active members as long as they remain in corn milling, but the misfortunes within the industry have cost us a number of valuable members, such as the American Hominy Co., Chas. A. Krause Milling Co., Holland-O'Neal Milling Co., the Dixie Mills Co., Forbes Milling Co., and Motlow Milling Co.

There are a number of corn mills not affiliated with the Federation which are directly benefited by its activities and should help to bear the expense of maintaining the national organization of the industry.

Decimal Weights Measure: Congress failed to pass the Decimal Weights Measure at its last session, altho it was favorably reported by the Com'ite of the House of Representatives. An overcrowded calendar was responsible. The fight for this measure will be resumed, and the Federation will cooperate with other ass'ns interested in the passage of such a measure.

Secretary Husband of the Millers National Federation says that Pres. Anderson, who is still a member of Congress and now in Washington, is in hopes he may find an opening during the present short session to bring this bill before the House.

Survey of Corn Milling Capacity: The survey of corn milling capacity of the country, started in October, promises to bring out valuable information regarding the industry.

The returns to questionnaires so far indicate that many listed mills are out of business, while other mills of considerable capacity, not generally known, are turning out considerable quantities.

Before January 1 it is expected that a list of mills in operation will be prepared. This list will show the percentage of operation to October 1, 1924, type of milling, and territory into which products are distributed.

Other features on the program included an address, "John Doe, American Business Man," by John N. Van der Vries, Chamber of Com-

merce of the United States, and round table discussions of cost accounting, relation of brokers to corn millers, and standards and misbranding. A splendid banquet, with excellent entertainment, was given at 6 p. m. on the evening of Dec. 5.

Election of officers resulted in the following being chosen:

Officers: J. W. Craver, Pres., St. Joseph, Mo.; T. R. Hillard, Vice-Pres., Wilkes-Barre, Pa.; T. B. Andrews, Vice-Pres., Memphis, Tenn.; T. M. Chivington, Sec'y, Chicago, Ill.

Executive Com'ite: W. N. Adams, Chairman, Arkadelphia, Ark.; C. J. Travis, Louisville, Ky.; J. W. Morrison, Lexington, Ky.; J. F. Weinmann, Little Rock, Ark.; L. R. Bowman, Sikeston, Mo.; E. S. Miller, Omaha, Nebr.; L. J. Licht, Geneva, N. Y.

Board of Directors: E. C. Andrews, E. St. Louis, Ill.; Robert C. Miner, Wilkes-Barre, Penna.; R. B. Lancaster, Springfield, Ill.; O. L. Bauer, Kansas City, Mo.; A. H. Eisenmenger, Louisville, Ky.; J. M. Hammond, Lincoln, Neb.; C. A. Godfrey, Des Moines, La.; R. A. Henderson, Sioux City, Ia.; G. W. Haynes, New Ulm, Minn.; E. V. Mashburn, Shawnee, Okla.; Fred W. Smith, Little Rock, Ark.; J. R. Fair, Tonganoxie, Kan.; L. C. Stair, Knoxville, Tenn.; Carroll Thibault, Little Rock, Ark.; L. E. Spring, Owensboro, Ky.; C. A. Wernli, Le Mars, Ga.

The meeting reaffirmed the action taken at the 1923 meeting to stamp on all contracts for corn meal, grits and corn flour, exports excepted, the following:

This contract is made for reasonably scattered shipment within sixty (60) days, specifications to be furnished not less than ten days before the date of shipment desired, the seller reserving the right, at the expiration of sixty (60) days, to cancel contract, sell products for customer's account, or extend it for not over thirty days at an additional charge of 25c per barrel.

This stamp was used during the winter and spring of 1923 with excellent results.

Adjourned *sine die*.

Establishing New Co-operative League.

Planning to aid the farmer in his effort to secure farm legislation during the short session of Congress, a temporary organization committee has been formed in New York City and has announced plans for establishing "The Farmer-to-Consumer League," a new, national, non-partisan ass'n for the relief of agriculture—a new kind of pooling.

It plans to ask House and Senate leaders to include farm relief legislation at this session of Congress, in line with the proposal of President Coolidge that immediate relief be given agricultural interests.

Officers of the organization com'ite are B. F. Yoakum, chairman; J. W. Batcheller, Col. Ike T. Pryor, D. O. Lively; J. H. Kimble, vice-chairman; Mrs. Alda Mayo, corresponding sec'y.

Chairman Yoakum announces the league's plans as:

The functions of the league, in helping the farmer, as suggested by President Coolidge, to become a merchant as well as a producer, along national lines, is one that is sorely needed. Farming today is the only industry not operating under a concrete, organized system. Not until the farmers of the country are organized under an act of Congress to do their own marketing will they be in a position to receive fair and equitable prices for their products. Labor, finance, transportation and all industry are organized to protect their members and their business in its economic management of prices.

At this time it is proposed to call upon our leading farmers, business men, transportation experts, and public spirited men, to request immediate action by Congress. Territorial com'ites will be formed, and information supplied covering the actual progress of farm legislation.

A New Species of Marquis wheat which resists all attacks of rust is said to have been developed by Samuel Larcombe, a grower of Birtle, Man.

Less Than One-Half of Corn Crop Matured.

Less than half the corn crop in the Corn Belt States reached maturity before the first killing frost this year, according to reports received by the United States Department of Agriculture. Usually about 91 per cent of the crop reaches maturity at the time of the first killing frost as compared with 48 per cent this year.

Only 23 per cent of the crop in the Corn Belt is reported as fit for seed, but this is more than sufficient for that purpose, the department says. Usually about 60 per cent of the crop is fit for seed.

Failure of nearly one-half the crop in the Corn Belt to mature is attributed more to the late spring and cool summer than to frosts. Much of the corn that has matured is of light weight and some of this is "chaffy."

In consequence of the low percentage of matured corn in the Corn Belt, the corn that was in the dough stage at time of the first killing frost in the belt was as high as 34½ per cent of the crop, although the usual percentage is 7, and the corn that was in the milk stage or earlier was about 18 per cent of the crop as compared with a usual percentage of 2.

Percentage of the crop to mature, by states, is as follows: Missouri, 72 per cent; Kentucky, 69 per cent; Nebraska, 66 per cent; Illinois, 58 per cent. The other states are below 50 per cent and some of them much lower. Only 14 per cent of the crop matured in Wisconsin, which is partly in the Corn Belt; North Dakota, 24 per cent; Minnesota, 29 per cent, and South Dakota 31 per cent. The percentage of maturity in Iowa was 32 per cent, as compared with usual maturity of about 88 per cent.

Raisin Pool Pays 5% to Creditors.

Fresno, Calif.—The first payment on debts of the old Sun Maid Raisin Growers which is now being liquidated under the supervision of the United States court will be paid immediately and 1,700 creditors will receive checks totaling \$198,776.40, or 5 per cent of their claims.

President Coolidge has undertaken to promote an agreement among the railroad executives, the railroad employees and the public under which legislation reorganizing the railroad labor board can be enacted. In this undertaking the President has the support of Senator Albert B. Cummins, of Iowa, who was the author of the present transportation act, and who for years has taken the lead in railroad legislation. Senators and representatives have said to President Coolidge within the last few days that the Howell-Barkley bill, which would abolish the railroad labor board, can not be passed.

Deficit of Dakota State Mill and Elevator Grows.

Exclusive of taxes the North Dakota State Mill and Elevator at Grand Forks, N. D., has acquired a deficit of \$777,317.02 in two years, according to the figures of the board of managers.

Jos. A. Kitchen, commissioner of agriculture and labor, says the present operation is a period "of trial," and favors continuing the operations of the mill.

The operating deficit during July, August and September was \$11,094 and the fixed charges brot the total up to \$74,825.83 for the period.

Omaha Exchange Banquets Visiting Grain Men.

The annual meeting of the Nebraska Farmers Grain & Live Stock State Ass'n brot a large gathering of country shippers to Omaha last month where they were cordially welcomed by the grain receivers who are members of the Omaha Grain Exchange.

Part of the entertainment provided for the visitors was a banquet right on the main floor of the Exchange, from which the trading tables had been removed for the occasion.

About 550 grain men with a good percentage of their wives, sat down to a big fried chicken dinner at 6:30, Wednesday evening, Nov. 19. The dinner was served by the famous chef, Al Jones, and the guests and hosts had a rousing good time.

A large stage was built in one end of the trading room where an excellent vaudeville program was given. Herb Feirman's orchestra played all during the evening and Gus Swanson, famous singer of Omaha, led congregational singing. When the dinner was over, C. D. Sturtevant, president of the Exchange, made a happy address of welcome and then introduced J. W. Shorthill, sec'y of the ass'n, who made a brief talk, in which he told some excellent stories.

Altogether, the affair was an unusually happy and enjoyable one.

More bread than formerly is being eaten by the people on the Continent of Europe.

Grain Buyers at Frankfort, Ind., paid farmers a premium of 10 cents per bushel for the improved Michikoff variety of wheat hauled to that town.



Banquet of Nebraska Grain & Livestock State Ass'n on Trading Floor of Omaha Grain Exchange.

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Seeds

New York, N. Y.—Herbst Bros., seed dealers, moved into larger quarters on Dec. 6.

Elmwood, Wis.—The Elmwood Lumber & Grain Co. has installed seed cleaning machinery.

The Kansas Crop Improvement Ass'n has issued its annual list of growers of certified Kanota seed oats.

Chicago, Ill.—Harry Boyd, long associated with the Albert Dickinson Co., has tendered his resignation.

Chicago, Ill.—Burglars broke into the vault of the Leonard Seed Co. recently obtaining between \$500 and \$600 in cash, but disturbing nothing else.

Portland, Me.—Maine seedsmen met at the Hotel Graymare, on Nov. 20, to make plans for a permanent organization. W. R. Kimball, Bathe, Me., presided.

Myton, Utah.—Western Seed Marketing Co., Salt Lake City, has placed B. F. Sheehan in charge of an office here for the buying season. Alfalfa and clover seed is handled.

China Grove, N. C.—Charles C. Adams, of the Chas. C. Adams Seed Co., died Nov. 6 after a 2-year illness. He was one of the pioneer seedsmen of North Carolina. Mrs. Chas. C. Adams will continue the business.

Cincinnati, O.—J. Chas. McCullough Seed Co. has purchased a second lot of ground on which it will build a new warehouse. It is just across the street from the concern's present location and is 309 x 94 ft. with a railroad switch the full length. The building to be erected on it will be about 8 stories high and furnish ample room.

Miss Kathleen Bland, formerly in the Seed Laboratory, U. S. Department of Agriculture, Washington, D. C., is now in the Seed Laboratory, State Department of Agriculture, Sacramento, Cal. Mrs. Etta Gilbert Rice, for some years chief seed analyst in the Branch Seed Laboratory in Berkeley, Cal., will assist her during the rush season.

Minneapolis, Minn.—Grain men generally agree that about 23,000,000 bus. of our flaxseed crop have been marketed, leaving 12 to 15 per cent of the crop to come in between now and our new crop, or about 4,000,000 bus. There is no possibility of securing the amount duplicated mostly by shipments from Minneapolis to Duluth, or to learn the amount shipped direct from the country to Chicago, Milwaukee and interior mills, but such shipments have probably been much larger than the duplications.—Archer-Daniels-Midland Co.

Receipts and Shipments of Seeds.

Receipts and shipments of seeds at the various markets during November, compared with November, 1923, were as follows:

	FLAXSEED	Receipts 1924	1923	Shipments 1924	1923
Chicago, bus.....	283,000	168,000		1,000	
Duluth, bus.....	6,262,386	1,517,872	6,620,364	1,726,912	
*Ft. William, bus.2,231,189			1,446,622		
Milwaukee, bus...83,370		74,410			
Minneapolis, bus.2,781,020	1,307,860	478,190	234,250		
Superior, bus....81,351	1,060	2,973,372	1,371,031		

	TIMOTHY	Receipts 1924	1923	Shipments 1924	1923
Chicago, lbs....3,736,000	1,606,000	1,352,000	1,573,000		
Milwaukee, lbs....512,860	480,000	226,090	510,515		
New York, bags..6,484					
Toledo, bags.....2,675	2,602	449	100		

	CLOVER	Receipts 1924	1923	Shipments 1924	1923
Chicago, lbs....2,195,000	1,176,000	941,000	703,000		
Milwaukee, lbs....1,249,555	386,991	266,630	742,499		
New York, bus....					
Toledo, bags.....1,992	1,893	129	2,250		

	KAFIR AND MILO	Receipts 1924	1923	Shipments 1924	1923
Ft. Worth, cars...154	101	32	15		
Kans. City, bus...646,800	194,700	224,000	68,000		
St. Louis, bus....79,200	1,200	78,000	7,910		
Wichita, bus....19,200	8,400	10,800	8,400		

	ALSIKE	Receipts 1924	1923	Shipments 1924	1923
Toledo, bags.....633	3,431	221	72		

*4 weeks ending Nov. 29.

Hempstead, N. Y.—Fred J. Horn, one of the proprietors of the Hempstead Seed Co., died on Nov. 17, from the effects of a gunshot wound. The previous Saturday he had been on a hunting trip with four others. While passing thru some thick underbrush he fell badly wounded by a shot apparently fired at close range. No one has been able to trace the shot.

Madison, Wis.—New clover seedlings in central and western Wisconsin were killed by drouths a year ago. Clover seed prospects were accordingly poor in those sections. An excellent second growth developed in the rest of the state and farmers hoped for a good seed crop, but wet weather encouraged so rank a growth the seed formation proved disappointing. Yields averaged 1.1 bus. per acre from the small acreage that was cut for seed and the total state crop is placed at 81,000 bus., only half of last year's production.—Wisconsin State Department of Agriculture.

Toledo, O.—Clover seed market is passing thru its usual quiet period. Trade is moderate. Country offerings are practically nothing. Many seed houses have extremely small stocks. Some feel farmers will be slow buyers at present levels, and prefer to wait for the cash demand to appear and then buy the clover seed needed on the market here. Basis anywhere near a normal demand. Toledo stocks are not large enough to supply the trade. One seed dealer sizes up the situation as follows: "The best farmers will buy red clover regardless of its cost. The coming season will be no different from others; if anything, we will get a better demand than usual as the farmers as a rule had exceptionally good luck with last spring's seeding. May be wrong, but cannot see anything but higher prices."—C. A. King & Co.

Western Seedsmen Meet in Kansas City.

Over 50 seedsmen attended the annual fall convention of the Western Seedsmen's Ass'n, held Nov. 29 at the Hotel Baltimore in Kansas City, Mo. Mr. F. R. Cooper, Wellington, New Zealand, who with Mrs. Cooper, is crossing the continent was the special guest of honor. The meeting opened at 10 a. m. with Pres. F. Mangelsdorf and Sec'y F. Wilhelm officiating.

Pres. Mangelsdorf, making his address of welcome, said this meeting was the silver jubilee, the 25th anniversary of the organization of the Western Ass'n, and briefly described conditions in the seed trade at the time the first meeting was held. Briefly Mr. Mangelsdorf suggested:

The outstanding feature of the year has been the betterment of the agricultural conditions generally. No radical legislation has been effected and Congress will act a lot more sanely than formerly. Our President is a man in whom we can have considerable confidence. We are sure he is just and will look after the interests of all concerned with an impartial eye.

Business today is service and occupies a high place in the estimation of the people. Not the least of its divisions is the seed industry, which takes considerable leadership in promoting the welfare of agriculture. It has made considerable progress and has been of great service, yet financially the remuneration has been very small. One of the factors in the correction of such a fault is such meetings as this.

Chas. A. Heath, Chicago, spoke on "Outlook and Look Out." He mentioned seed legislation and the high standards necessary in the trade, particularly emphasizing the fact that the seed trade no longer misrepresents its wares to the public and has attained the highest degree of integrity.

Owen Watts, Louisville, Ky., talked on "Reciprocity," urging the seedsmen to "give and receive in return."

Clifford Cornelius, St. Louis; C. C. Massie, Minneapolis; and List Peppard, Kansas City, were among others making short talks.

Luncheon was served at noon with Pres. Mangelsdorf serving as Master of Ceremonies.

Music and flowers aided in making it an enjoyable affair.

F. R. Cooper, the New Zealand guest, thanked the seedsmen and told them considerable about the seed trade in New Zealand.

Dr. Schwager, University of Kansas, stressed the point that "he who serves best profits most," and decried the political conditions which arose during the past year. He described the tremendous possibilities in the seed trade and the seed dealers economic influence in his own community.

Invitations to hold the next annual meeting at St. Louis and Rockford were extended the Ass'n by Schisler and Condon but no decision made.

An executive session was held with garden seed conditions as the chief topic.

A banquet was held on the Roof Garden of the Kansas City Athletic Club, tendered by the hospitality of the Kansas City, Atchison and Lawrence seedsmen. Excellent entertainment, food, music, and J. G. Peppard, as toastmaster, made it all the more appreciable.

Tentative Program of Seed Analysts.

The Ass'n of Official Seed Analysts of North America will meet in the Hotel Willard, Washington, D. C., Dec. 31 and Jan. 1 and 2. The following program has been tentatively prepared:

Wednesday, Dec. 31.

10 a. m.

Reports of Sec'y-Treas.

Reports of Com'tees—Legislation, G. T. French, Virginia; Research and Methods, E. H. Toole, U. S. D. A.; Co-operation, Extension and Publicity, F. S. Holmes, Maryland and Special Com'tees.

2:00 p. m.—Open Session.

Agricultural Seeds—When and Where to Buy

—Edgar Brown, U. S. D. A.

Seeds of Sudan Grass-Sorghum Hybrids—

Emma F. Sirrine, U. S. D. A.

Comparative Studies of Alfalfa Seeds of Different Shapes—Mrs. Salome Comstock Miller, Pennsylvania.

Test Nurseries for Disease and Variety Control—An Aid to Seed Standardization and Certification—Dr. H. L. Bolley, North Dakota.

Distinguishing Characteristics of the Seeds of Certain Species of Brassica—F. H. Hillman, U. S. D. A.

Color and Weight of Red Clover Seed as Indicating Origin—Helen H. Henry, U. S. D. A.

Seed Testing for International Trade with Canada—Dr. F. T. Wahlen, Ottawa, Canada.

Variations in Analysis of Orchard Grass Seed—Referee's Sample—Prof. O. A. Stevens, North Dakota.

Thursday, Jan. 1.

9:00 a. m.—Open Session.

Germination of the Hard Seeds of Legumes as the Season Advances—Prof. W. O. Whitcomb, Montana.

Effect of Light and Potassium Nitrate on Germination—Eben H. Toole and W. L. Goss, U. S. D. A.

Supplementary Notes on the Germination of Broken Seeds—Professor W. O. Whitcomb, Montana.

Interpretation of the Seed Value of Newly Threshed Wheat—W. O. Whitcomb, Montana.

Reports on the International Seed Testing Congress by Miss Anna M. Lute of Colorado, Miss Emma Sirrine of Washington, D. C., Hon. G. H. Clark, Ottawa, Canada, Edgar Brown of Washington, D. C., and M. T. Munn of Geneva, New York.

2:00 p. m.—Open Session.

Visit to Federal Seed Testing Laboratory—

Imports and Exports of Seeds.

Imports and exports of seeds for October, compared with October, 1923, and for 10 months ending with October, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS	October	1924	1923	1924	1923
Alfalfa, lbs....	228,923	1,218,453	7,737,064	6,357,530		
Beans, lbs....	5,289,854	2,498,623	57,458,585	118,868,694		
Peas, lbs....	4,705,694	1,897,721	17,551,181	14,408,817		
Clover, lbs....	2,541,917	3,890,723	37,349,551	17,782,302		
Gr. sede, lbs....	341,032	606,171	2,261,875	8,109,996		

	EXPORTS	October	1924	1923
Alfalfa, lbs....	53,258	68,459	201,753	364,154
Beans, bus....	46,487	39,191	467,151	556,939
Peas, bus....	8,070	20,109	59,031	86,352
Clover, lbs....	428,360	80,228	989,816	1,477,688
Timothy, lbs....	3,078,769	1,630,137	12,960,161	15,143,073
Other gr. seeds,				
lbs.....	856,464	579,171	2,622,048	2,610,833

Demonstrations of various phases of seed-testing work—germination substrata broken sprouts—Identification of Agrostis species—Imported seed and its impurities.

A visit to the exhibit of seed testing and other apparatus.

Analysts' Annual Dinner, 7:00 p. m.

Address of Pres. Munn, Geneva, New York.

Friday, Jan. 2.

9:00 a. m.—Executive Session.

Round table conference for all members. These and other topics will be discussed: Best methods for reporting seed tests—Publicity plans for objectionable trade practices—The case of imported seed—Methods for seed law enforcement—Miscellaneous problems—Question box.

Participation in the International Seed Testing Association.

2:00 p. m.—Executive Session.

Special studies by the Research Com'ite on variations in seed testing.

Election of officers.

The Commercial Seed Analysts Ass'n will hold its annual meeting at the same place at the same time, Hotel Willard, Washington, D. C., Dec. 31 and Jan. 1 and 2. Sec'y E. E. Pattison, of the latter body, has sent notice to its members to the effect that the business meetings of the Ass'n of Commercial Seed Analysts will be held in the forenoon of Dec. 31 and the afternoon of Jan. 2 in the Hotel Willard. The balance of the time will be spent in the open sessions of the Ass'n of Official Seed Analysts.

Weed Seeds Profitably Removed

One of the conditions that the grain buyer in the spring wheat country will have to deal with permanently is the presence of foul weed seeds in the wheat hauled from the farm to his elevator.

On the crop of 1903 the average dockage on wheat arriving at the terminal markets in Minnesota was 2.2%. This had increased to 2.9% for the six-year period ending 1914, and to 4% for the six-year period ending 1920. On the 1920 crop the average dockage was 4.6%. On this basis the 1920 wheat crop ending August 31, 1921, produced in Minnesota, North Dakota and South Dakota contained over 5,607,054 bus. of dockage. If it may be assumed that 4.6% dockage is a fair average for the total spring-wheat crop in the United States for 1920 it means that over 9,500,000 bus. of 60 pounds each of dockage was thrashed with the wheat that year.

During the twenty-one years ending 1922 it is estimated that almost 110,000,000 bus. of dockage were shipped to these markets. If shipped separately to market, this dockage, it is estimated, would have required over 84,000 freight cars for its transportation. Farmers of the Northwest shipped to Minnesota mar-

kets in the crop year of 1922 alone over 7,500,000 bushels of dockage, using for this purpose about 5,800 cars. Had this equipment been available for the shipment of clean wheat, the car shortage in the Northwest in the crop movement season of 1922-23 would no doubt have been less serious.

A survey based on the reports of 1,400 elevators in Minnesota, North Dakota, South Dakota and Montana showing the percentage of dockage in the 1923 crop of spring wheat marketed by farmers up to Nov. 1 indicate that the average dockage in North Dakota wheat this year is 11.3%, in Montana 2.5% in South Dakota 7.7% and in Minnesota 7.2%. The total wheat dockage produced in these four states is 7.6% by weight of the 1923 spring crop. This means that 11,650,800 bus. or the equivalent of 13,980 carloads of dockage were hauled in the wheat to the country elevators in the Central Northwest. In one state the average wheat farmer harvested, threshed and marketed a half peck of weed seeds with every bushel of wheat.

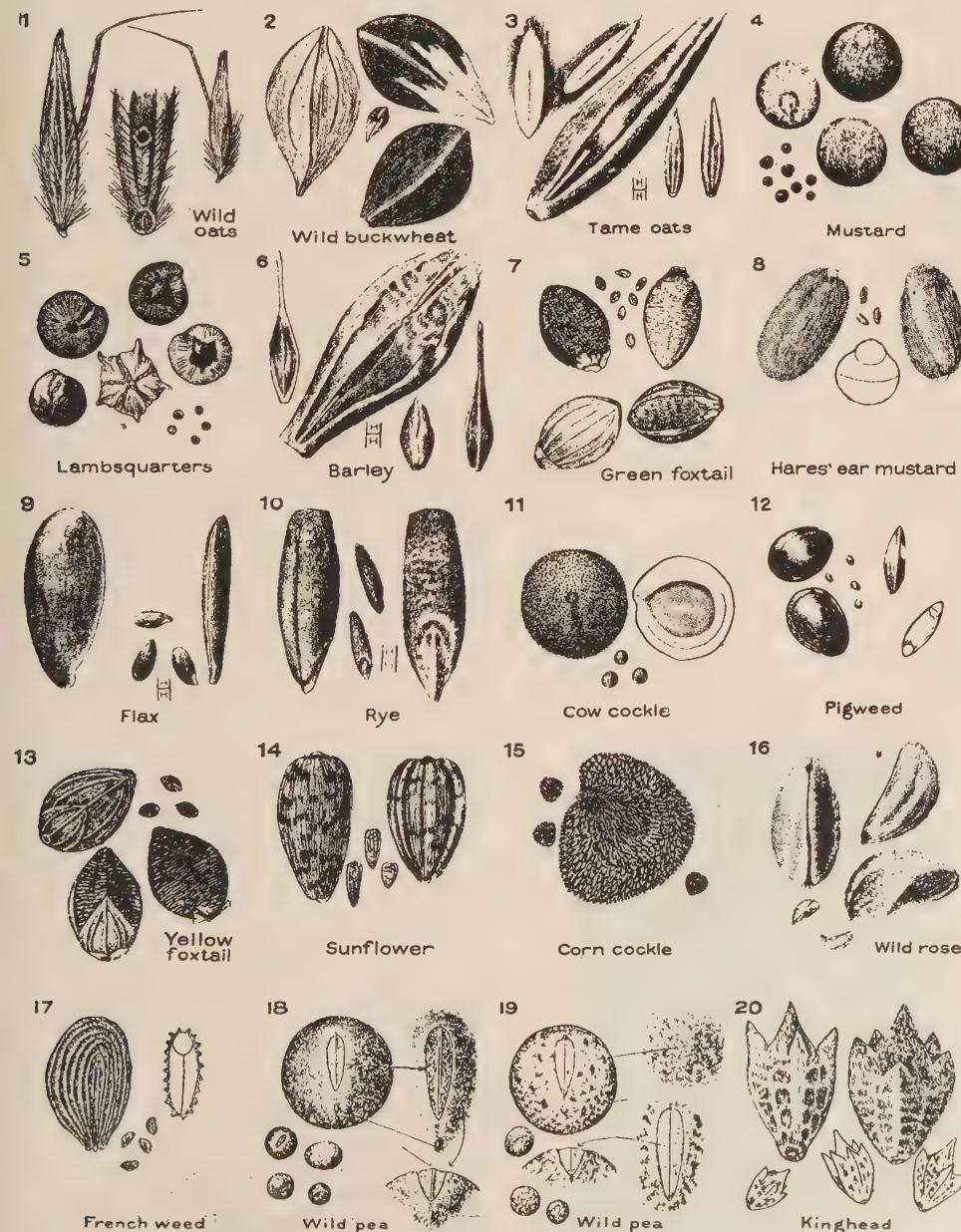
The sowing of impure seed wheat is a leading cause of foul wheat lands. Fifty-five samples of seed wheat were collected from as many grain drills, operating on a like number of farms located in the main spring-wheat areas of Minnesota, North Dakota and South Dakota. The analyses of these samples show that only the wheat being sown on two of these farms was free from weed seeds, and that the seed wheat being sown on the remaining 53 farms contained weed seeds ranging by weight from 0.1 to 17.6 per cent, averaging over 2 per cent. Expressed in numbers, an average of approximately 53,000 weed seeds per acre were being sown with the seed wheat on these 53 farms.

The five kinds of weed seeds most commonly found in these samples of seed wheat, named in the order of their frequency, were wild oats, wild buckwheat, vetch, king-head and foxtail. These are shown in the engraving herewith. Wild oats were found in 43 samples and were being sown at rates ranging from 2,000 to 283,000 seeds per acre; wild buckwheat was found in 31 samples and was being sown at rates ranging from 6,000 to 155,000 seeds per acre; vetch was found in 26 samples and was being sown at rates ranging from 2,000 to 124,000 seeds per acre; king-head was found in 16 samples and was being sown at rates ranging from 21,000 to 51,000 seeds per acre; and foxtail was found in 15 samples and was being sown at rates ranging from 12,000 to 60,000 seeds per acre.

In these samples of seed sown two or more kinds of weed seeds were usually present and often the seeds of other grains, especially rye, were present. On 10.9 per cent of these farms approximately 100,000 foreign seeds per acre were being sown; on 3.6 per cent of the farms 300,000 foreign seeds per acre were being sown; and on 1 farm 489,000 foreign seeds per acre were being sown with the seed wheat. Fully 90 per cent of the foreign seeds found in these samples of seed wheat would have been removed easily by the proper use of a good farm fanning mill.

Growing wheat on the same soil year in and year out increases the foreign material. This bad practice gives no opportunity to clean the land by planting a cultivated crop. Some weeds are hardier than wheat, and when unfavorable conditions exist they have an advantage which results in a high yield of weed seeds and a low yield of wheat.

Many of the weeds mature about the same time and others a few days earlier than the wheat. These weeds shatter many of their seeds and others are knocked off during the wheat harvest and fall to the ground. These weed seeds may grow and mature before frost comes if conditions are favorable, or they may lie dormant until the next spring or some later



Representative Seeds of 20 Kinds of Weeds and Grains Commonly Found in Spring Wheat.

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date and then sprout. The vitality of weed seeds is seldom injured by frost. Many weeds will lie dormant for a number of years when buried deeply in the ground and then grow if conditions are made favorable.

Unless the crop of weeds which grows after wheat harvest is destroyed before it goes to seed a large number of weed seeds will be present in the soil the following spring. Under such conditions a large amount of foreign material is likely to be found in the wheat if this land is used for spring wheat. Land in this condition has made spring wheat unprofitable.

When weeds in large numbers grow in the field with wheat, they crowd and shade the wheat and use moisture and fertility in the soil that otherwise would be available for the wheat. Such conditions usually result in lower yields of wheat. Harvesting and threshing weeds with the wheat add to the cost of wheat production. The charges for threshing are based on the total amount passing through the weigher, so that the producer pays the same price per unit weight for threshing foreign seeds as for threshing wheat. The charges for railroad and vessel transportation are the same per pound for foreign material as for wheat. These charges for foreign material alone amount to an enormous sum every year.

Small weed seeds and other fine material mixed with wheat prevent the natural circulation of air through it while in storage. This condition in some cases causes the wheat to heat. Wheat containing a high percentage of foreign material when stored does not flow evenly when drawn from the bin. The last wheat flowing from the bin usually contains more foreign material than the first, or than the average for the entire bin. This condition may cause unevenly loaded cars and may cause the assessment of an excess of dockage which would result in a reduced price for the wheat.

The condition of the spring wheat farmer is not hopeless. Crops free from trash can be grown by using clean seed wheat with good farm practice. In 1920 one township in North Dakota produced more than 30 carloads of hard red spring wheat containing on the average less than 1 per cent of foreign material. No dockage was assessed against this wheat when it was sold. The wheat lands in this township are controlled largely by one farming company. This company cleans thoroughly all wheat used for seed and keeps the land free from weeds. The same year wheat raised in adjoining townships contained an average of more than 7 per cent dockage, and on individual wagonloads the dockage was as high as 20 per cent. One township was so badly infested with corn cockle that for years the grade of the wheat was lowered on that account. The farmers finally adopted the practice of cleaning their seed wheat, which resulted in practically eliminating foreign material from the 1920 wheat crop in that township. In the neighboring townships where the use of clean seed wheat is not practiced a high percentage of corn cockle and other foreign material still exists.

THE COUNTRY GRAIN ELEVATOR is the center of all practical effort to prevent the production of dockage, or to remove it from the crop before shipment. Unfortunately only about 40 per cent of the elevators in the Northwest are equipped to clean wheat. Many of the country elevators not only clean wheat for themselves but for the farmers as well. The latter is known as "custom cleaning," for which country elevators located in the Central Northwest ordinarily charge from 2 to 3 cents per bushel, based on the gross weight of the grain before cleaning. A higher charge is made for cleaning the grain for seed purposes. The shrinkage in the weight of the grain is borne by the owner, but the screenings may be returned to him. The returns from custom cleaning add a considerable amount to the income of some country elevators during the year. Such cleaning, particularly the cleaning

of seed wheat, often can be done during the slack periods of the year.

Cleaning seed wheat for the farmer or shipping in pure seed wheat to be sold to the farmer requires the co-operation of the farmer with the country dealer.

No such co-operation is needed by the country shipper in handling the wheat after it has been purchased by him. He can equip himself to clean the grain and thus place himself in a position to reduce the penalty he places on the farmer for hauling in trash, or to take the profit himself that accrues thru shipping only clean grain to the terminals. In some seasons the saving in freight alone will pay for the machinery in one year.

The country shipper gets the best results by cleaning the wheat on a general purpose cleaning machine such as a farming mill or receiving separator. The investment in special machines to remove certain weeds is so heavy for a completed line that this must be left to the regular cleaning house at the terminal. Some line companies have cleaning houses at strategic points on their line to which the wheat is shipped from the local elevators not equipped with cleaners.

Approximately 700,000 British railway workers are affected by a demand presented to the British railway companies by the National Union of Railwaymen, calling for the addition of £10,000,000 (roughly \$47,000,000) to the annual pay rolls.

Death of Lawrence E. Heigle.

The sudden, unexpected death on Nov. 21, 1924, of Lawrence E. Heigle, who was associated with his brother in the Versailles Grain Co., Versailles, O., came as a great shock to his family and friends in the grain trade.

Mr. Heigle spent Sunday with his family, consisting of his wife and two young sons, and retired early apparently in the best of health. A slight cold developed Monday and upon the advice of his doctor he went to bed. The attack was thought to be light and on Thursday he was able to look through his mail while still in bed. Early Friday morning he was discovered dead by his nurse. The cause of his death was given as pneumonia.

Mr. Heigle was born in the vicinity of Versailles, and had lived there practically all his life. He received his early education in the grade and high schools of Versailles. He would have been 29 years of age on November 26th. Lawrence, as he was known to his many friends in the grain trade, was a splendid, upright business man, and will be greatly missed.

He leaves besides his young widow and two sons, his father, one sister and two brothers, all of Versailles, O., and one brother, Wm. P. Heigle, of Dawn, and his brother, C. A. Heigle of Leipsic, O., with whom he was in partnership in the Versailles Grain Co.



Lawrence E. Heigle, Deceased.

Getting Together on Natural Shrinkage.

Henry L. Goemann, chairman of the Transportation Comitee of the Grain Dealers National Ass'n, has been advised by James Webster, ass't traffic mgr. of the New York Central, that the rules proposed for the settlement of claims for shortages have been changed to the following:

Carriers will not be responsible for loss due to natural shrinkage.

When liability is established, there shall be deducted from the loss in weight on all grain one-eighth ($\frac{1}{8}$) of one (1) per cent of total weight of the contents of the car.

This deduction represents reasonable shrinkage due to evaporation or other natural causes to be made from shipping weights.

The foregoing is a concession by the grain shippers to the railroad companies. Grain sometimes increases in weight in passing from a dry to a warm climate, as from the far West to the Atlantic seaboard. The shrinkage is less than $\frac{1}{8}$ of one per cent on most cars shipped, and on a few cars exceeds $\frac{1}{8}$ of one per cent. In those instances where the shrinkage is less than $\frac{1}{8}$ of one per cent the deduction is unfair to the shipper, and may amount to \$3 on a car of wheat.

In the absence of any reliable compilation of statistics to prove that the shrinkage is as much as $\frac{1}{8}$ of one per cent on the average there seems to be no good reason for the approval by the grain shippers of this proposed clause in the tariffs. It should be sufficient on the part of the shippers that they submit to the deduction, without being requested to testify that they like it. In the interest of harmony shippers may well permit the clause to go into effect without opposition.

If in the future the shippers are able to prove to the satisfaction of the Interstate Commerce Commission that the average shrinkage is less than $\frac{1}{8}$ of one per cent it should be possible to get a reduction.

At the same time the carriers will have published in the rules of the American Railway Ass'n the following:

Claims will be adjusted by carriers in accordance with the law that governs or the responsibility that exists.

In case of a disputed claim the records of both the claimant and the carrier shall be available to both parties.

This is a concession by the carriers to the grain shippers. Hitherto claims have not been adjusted according to law. Altho the law provides for damages on destination value this was resisted by the railroad companies right up to the Supreme Court.

Making the records of the carriers available to the claimants is another concession to grain shippers which shows a disposition to be fair. Opening the records of the carriers to the shippers in the case of disputed claims should have the cordial endorsement of the organized grain dealers.

Over 100,000 tons of rails are expected to be ordered by western railroads in the near future, in addition to the heavy orders of the last few months.

Petition for Receiver for Arkansas Pool.

Alleging irregularities in the conduct of the Arkansas Rice Growers Co-operative Ass'n and charging discrimination in the marketing and payment of rice delivered to the ass'n, Lee McCauly and 114 other members of the body has asked a receivership for the pool and a court order freeing members from the "marketing agreement." Hearing was immediately begun on the petition, about 200 rice growers being present. Other charges include that the ass'n had engaged in speculation in rice futures, violating pooling clauses in the charter; that officers were overpaid; that expenses had not been properly prorated; and that members lost \$70,000 thru alleged thefts of rice during the season 1922-1923.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Everton, Ark.—The Sanitary Milling Co. is enlarging its mill with a store room and office.

CALIFORNIA

Santa Ana, Cal.—A "flareback" caused from the grain dust at the mills of George H. Croley, grain and feed dealer, severely burned Emil Staack.

San Francisco, Cal.—Albert Houston, well known among those of the grain trade, died here Nov. 29. He was a resident of this state since 1883. He was connected with the Del Monte Mfg. and the Albers Bros. Mfg. companies.

Los Angeles, Cal.—H. E. Bridges, for the past six years a member of the Los Angeles Grain Exchange, died last month of heart failure. For eighteen years he was a member of the Memphis Merchants Exchange, having left Tennessee only nine years ago. In Los Angeles Mr. Bridges had charge of the grain department of Willits Patterson & Green Co. He then organized the Pacific Grain & Cottonseed Products Co., later changing its name to that of H. E. Bridges. He was connected with this latter firm at the time of his death. The Los Angeles Grain Exchange held no session the day of his funeral out of respect to his memory and his family.

CANADA

Edmonton, Alta.—R. Spilstead has been appointed mgr. of the North Star Grain Co. He formerly was a banker.

Port Colborne, Ont.—The wheat elvtr. of the Maple Leaf Mfg. Co. was damaged by fire with a loss of \$25,000.

Port Arthur, Ont.—I am superintendent of the newly opened elvtr. here for the Reliance Terminal Elvtr. Co., Ltd.—R. B. Low.

Stouffville, Ont.—William S. Cook, 42, a grain merchant here, was found dead in his garage Nov. 29. The carbon monoxide fumes are attributed as the cause. His widow and daughter survive him.

Regina, Sask.—An annual meeting of the Saskatchewan Co-op. Elvtr. Co., Ltd. will be held Dec. 10 here. An effort will supposedly be made to force the company to sell close to 500 of its elvtrs. to the pooling interests.

Calgary, Alta.—George McIvor has been appointed western selling agent for the combined wheat pools of the Prairie Provinces. Mr. McIvor left the employ of James Richardson & Sons, Ltd., to succeed the late Chester Elliott in this capacity.

Edmonton, Alta.—Grain billed to Edmonton or to Vancouver will now be inspected here, and all grain billed to Fort William and Port Arthur will be officially inspected at Winnipeg. Dual inspection has been eliminated on grain coming from Edmonton and arriving at Winnipeg.

Halifax, N. S.—The winter weather will not deter excavation necessary to the construction of the government elvtr. to be built here, as the work will be in rock of a weather immune nature. The John S. Metcalf Co. is preparing plans and specifications for the million bushel house.

Vancouver, B. C.—D. E. Harris is now mgr. of the grain and forwarding dept. of Dodwell & Co., Ltd. Mr. Harris was the founder of the Harris Grain Co., a brokerage firm of this city.

Toronto, Ont.—The name of the company has been changed from Vannatter & Ham to Vannatter & Co., Ltd. L. R. Clark, late mgr. of the Saskatoon office of the McMillan Grain Co., is now in charge of our flour and mill-feed department. William Jamieson, most recently mgr. of the Standard Feed & Grain Co., is now in charge of the Ontario grain department for us.—C. R. Vannatter.

Fort Williams, Ont.—The Ogilvie Mfg. Co. has spent \$100,000 on the improvement of its elvtr. and milling properties. The mill has been increased in capacity from 3,000 to 5,000 bbls. daily. Another shipping leg has been added to the elvtr., and the warehouse capacity increased by a 50x85 ft. four story structure. A disc cleaner has been included in the list of additional new machinery.

Vancouver, B. C.—The Spillers' Vancouver Terminal Grain Co. took grain into its new 2,000,000 bu. elvtr. Dec. 2. Allen McInnes will be in charge of power and maintenance for the company. He was formerly connected with the Electrical Engineers, Ltd. Frank Cave will be shed foreman. He was formerly ass't foreman of the government elvtr. at Calgary. John G. Pope, who has been buyer for the Alberta Pacific Grain Co. at Strome, Alta., will be in charge of the weighing floor. H. H. Gillander, grain buyer at Killam will take charge of distributing and cleaning. The first foreman will be N. Abbot, who formerly was in the employ of the government elvtr. here. The accountant for the new house will be D. McKenzie, formerly associated with the Alberta Pacific Grain Co. The total capacity of this port is now 6,250,000 bus.

IDAHO

Coeur D'Alene, Ida.—J. W. McCrea has purchased the interest of George O. Dart in the Coeur D'Alene Grain & Mfg. Co. Poor health forced Mr. Dart to release the mill where he has been since 1908. Mr. Dart will open a mercantile business at Dartford, Neb.

American Falls, Ida.—The ground on which seven large grain elvtrs. now stand, among them one belonging to the Colorado Mfg. & Elvtr. Co., will be flooded beneath 70 feet of water when the new U. S. reclamation service dam here is completed. A new town, a mile away on higher ground, is being laid out by the government.

ILLINOIS

Pana, Ill.—Improvements have been made on the Farmers Mill.

Pesotum, Ill.—Eichhersh & Reinhart own the J. T. Riemke elvtr.—X.

Fisher, Ill.—I have painted my elvtr. and buildings.—Charles E. Gilman.

Warrensburg, Ill.—E. W. Jokisch purchased the elvtr. of Chas. H. Faith & Son.

Dewey, Ill.—J. M. Jones has remodeled the inside of his elvtr.—Charles E. Gilman, Fisher.

Astoria, Ill.—The Astoria Farmers Elvtr. Co. increased capital stock from \$30,000 to \$80,000.

Moweaqua, Ill.—J. C. Hight has succeeded H. L. Adams as mgr. of the Moweaqua Farmers Co-op. Grain Co.

Galton, Ill.—J. E. Collins & Son, grain dealers of Tuscola, have purchased the grain elvtr. of F. W. DeHart of Arthur.

Nokomis, Ill.—A hot bearing caused a small fire in the elvtr. of the Nokomis Farmers Co-op. Grain Co.'s elvtr. on Nov. 15.

Stanford, Ill.—The Stanford Farmers Elvtr. Co., on Jan. 17 will celebrate the 30th anniversary of the formation of the company.

Findlay, Ill.—Thomas F. Keim is present mgr. of the Findlay Grain & Coal Co. succeeding W. D. Bradley.—Findlay Grain & Coal Co.

Adair, Ill.—Harry E. Maxwell is now agt. for Bader & Co. at Astoria. He was formerly their agt. here. I am in charge now.—M. C. Plumb.

Johnston Siding (Lincoln, p. o.), Ill.—I will look after the management of the elvtr. just purchased from J. F. Maurer.—L. C. Ohmes.

Princeton, Ill.—Raymond Nelson, for the past two years second man for the Princeton Farmers Elvtr. Co., is now mgr. succeeding D. Roudabush.

Pekin, Ill.—Carl Porter, formerly of Spring Lake, is the new mgr. and Frank Brecher will be elvtr. man for the Farmers Elvtr. Co. James Heck was mgr. here.

Lane, Ill.—Harry Cline of Wood & Cline purchased the Edward Hendrix' Lane Elvtr. at auction for a reported \$10,500. The plant has been idle for many months.

Hoopeson, Ill.—Sec'y Riley of the Indiana Grain Dealers Ass'n had some of his Indiana dealers meet here and at Sheldon with members of the Illinois Grain Dealers Ass'n.

Decatur, Ill.—Crawford & Schlarb have taken over the business of the Shellabarger Elvtr. Co. E. M. Crawford and E. J. Schlarb compose the firm. J. M. Allen, who operated the Shellabarger Co., has taken charge of the Decatur office of the Nafziger Baking Co.

Cortland, Ill.—Only the wholesale use of fire extinguishers at the Conlin elvtr. saved the house from complete destruction. When the blaze was first noticed it had gained considerable headway in the engine room. Backfire of the gasoline engine is the cause attributed.

Danforth, Ill.—In addition to the new modern office building reported to have been built by us in the last number of the Journal, we also installed a new Fairbanks 10-ton Scale with type registering beam. We have painted both of our elvtrs.—J. W. Overacker, mgr., Farmers Elvtr. Co.

Loda, Ill.—Chester K. West now owns and operates the John T. West & Son's elvtr. business and properties. Mr. West, Sr., will move to Chicago. Mr. West, Jr., has been engaged with his father in this business for the past eight years. The concern has been in business for better than thirty years.

Pontiac, Ill.—Robert W. Leetch, who has been associated in the cash grain business in the Pontiac section of Illinois for the past 16 years and a track buyer here for 8 years, is now operating a general cash grain brokerage business. He was connected with the Bartlett Frazier Co. here until the company closed this office.

Chester, Ill.—To succeed the late E. P. Bronson, general manager and treas. of the H. C. Cole Mfg. Co., whose death was reported in the last number of the Journal, C. G. Randall is now manager in addition to being vice pres. and Saxon Cole is treas. and sec'y. C. B. Cole is pres.—H. C. Cole Mfg. Co. (The company operates an elvtr.)

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Urbana, Ill.—The Illinois Bankers Ass'n again has posted \$500 to be used as prizes for the winners in the annual Illinois seed grain show, including the fifth annual utility corn show, which will be held at the college of agriculture in connection with Farmers week, next Jan. 12 to 16. As in former years, the Illinois Crop Improvement Ass'n also will co-operate with the college in putting on the show.

South Clinton (Clinton, p. o.), Ill.—Charles Harper of Decatur bought in the Edward Hendrix elvtr. at auction for \$4,500. The house has been idle during court proceedings incident to the failure of Mr. Hendrix some months ago. It was reported in the February 10 number of the Journal that the Clinton man has disappeared with liabilities totaling over \$50,000 after having mortgages drawn totaling \$34,390.

Otto (Kankakee, p. o.), Ill.—The Otto Elvtr. has been equipped with a 10-h.p. Westinghouse electric motor and is being repainted and improved. The power line is being extended to some adjacent buildings including the company's store room. Charles J. Schrader, Kankakee, and John H. Schrader, Clifton, the owners of this property are initiating the use of motor power here. They also have a considerable interest in the Farmers Grain Co. of Chebanse.

Oakford, Ill.—We have just completed a new foundation under the elvtr. here. The old brick pit walls in the elvtr. recently gave way, under the strain of the enclosed roof-binned wheat. By working rapidly, however, the wheat was loaded into cars before it was damaged to any great extent. S. E. Dyson did the work and also put in new elvtr. buckets and new grain spouts and lowered the boot. After an overhauling the house is now in first class condition. We expect to build a new modern corn crib of 20,000 bus. capacity in the spring.—C. W. Taylor, agt., B. H. McFadden & Sons.

Springfield, Ill.—Albert C. Wilson, chief seed analyst, State Seed Laboratory, is urging growers of grass seeds to send samples for analysis. Even a farmer selling seed to his neighbor is required by law to have an analysis tag on it. This information is furnished free on five samples each year. Samples representing the recleaned seed should be sent to the Seed Laboratory as soon as possible after the recleaning to get an analysis report showing what percentages of weed seeds and inert matter they contain, also how the seed which they represent should be tagged to comply with the Illinois Seed Law.

CHICAGO NOTES.

N. Schmidt is general superintendent at J. J. Badenoch Co.'s "Pennsylvania" elvtr. here in the city.

Joseph Badenoch of J. J. Badenoch Co. has been laid up since the night preceding Thanksgiving when he was injured in a motor accident.

Frank J. Delany has purchased the Midwest Elvtr. at 56th St. and Stewart Ave. Feed materials to mixed feed millers will be specialized in.

John E. Brennan of John E. Brennan & Co., grain commission merchants here, is convalescing after an operation for appendicitis and will be back on the floor in an abbreviated though splendid condition soon.

Frank L. Carey is to head the Chicago Board of Trade for another term of office. Henry Rumsey is ticketed for vice pres. for two years, having just finished two terms as director. Nominations for directors include: James K. Riordan, one term; Siebel C. Harris, Francis B. Fox, A. L. Lindley and E. S. Westbrook, three terms. Retiring directors are Messrs. Riordan, Joseph Badenoch, Louis Brosseau, Henry Rumsey and Royal W. Bell. Frank G. Coe, Joseph Simmons, Allan Clement and Joseph Lamy comprise the nominating committee.

James C. Jeffery died of pneumonia Dec. 5. He was a lawyer of ability, well posted on transportation and had been retained by the Chicago Board of Trade and grain elevator operators of other markets in important litigation involving the liability of the carriers for grain in transit.

J. H. Dole & Co. announce that Mr. Frank Haines, who has been connected with the company for more than eighteen years, has been elected treasurer and co-manager of the business with George S. Dole, and will carry on the work of the late Mr. Sager, who served in that capacity for twenty-two years and up to the time of his death. The company was founded by James H. Dole in 1852, some seventy-two years ago.

Faroll Grain Co. is the name of a newly formed corporation to open offices here shortly. The elvtr. at Schneider, Ind., at one time leased by Taylor & Bourne Co., will be operated by this new company serving for public as well as private storage. B. Faroll of Faroll Bros. is pres.; George J. Le Beau is the operative member and vice pres.; Joe Faroll is treas. and Walter A. Mooney, sec'y. The 300,000-bu. plant is on the N. Y. C., with F. F. Hamilton as superintendent. All eastern lines can be reached at Battle Creek.

The following memberships in the Board of Trade have been transferred: Wm. T. Hill; Geo. N. Brinkerhoff, Edw. S. Galloway, Est. Harry M. Neben, Geo. U. Harris, Marvin E. Miner, Alonzo N. Benn, Wm. C. Renstrom, Jas. P. Hayes, Alvan R. Ford, and M. E. Veninga. Those admitted to membership are: Wm. C. Engel, James L. Crump, Robt. Reilly, Henrie C. Boderheimer, Wm. G. Harke, Michael Espert, W. M. Wright and Arthur C. Juull. A. L. Sommers and Edgar C. Knapp have been reinstated.

PEORIA LETTER.

L. L. Eckard is associated with the Jas. E. Bennett & Co.'s office here.

The Burlington elvtr. will be opened here by the Farmers Terminal Elvtr. & Comm. Co. of Peoria.

The fleet of the bankrupt Peoria Grain & Barge Co. has been purchased by the St. Louis & Calhoun Packet Co., and will be put in operation on the lower Illinois and the Mississippi Rivers. The purchase price was \$9,100. The fleet included the steamer "Illinois," the oil burning tug "Bilotuck" and three barges.

A bit of waste protruding from a pocket of the jacket of Lionel D. Maurice, 38, a millwright at the Burlington Elvtr. Co., caught on a shaft and his body was threshed to pieces in a few seconds. As he stooped to oil a box the trailing end of waste from his pocket was sucked around the shaft. In a twinkling his jacket was wrapped around it also. At each revolution he was pounded against two beams, one above and one below the shaft. When found by another employee he had been flailed to pieces, his arms and legs having been torn off, and his body being chopped up and clothingless.

INDIANA

Bridgeton, Ind.—The Bridgeton Flour Mill was slightly damaged by fire recently.

Angola, Ind.—W. N. Sopher & Son have made some improvements on their flour mill.

Poneto, Ind.—Present unsettled conditions do not warrant the appointment of a receiver.—C. C. England, Farmers Elvtr. Co.

Anthony, Ind.—A coal oil engine has replaced the steam power formerly used here by ourselves.—Woodbury-Elliott Grain Co.

Rockville, Ind.—E. H. Colvin Rohm, senior member of the firm of Rohm Bros., grain dealers and millers, died at his home here a short time ago.

Goodland, Ind.—Frank Jones has been employed as mgr. of the Farmers Co-op. Co. of this place to succeed myself.—John J. Sell.

Lafayette, Ind.—The Indiana Grain Dealers Ass'n held a local meeting here Nov. 24 at the Lahr House. Sec'y Charles B. Riley presided.

Radley, Ind.—Woodbury-Elliott Grain Co. is installing a J.-B. custom grinding feed mill and is changing power from steam to a 40-h.p. coal oil engine.

Cottage Grove, Ind.—Charles Douglas has bought and after Jan. 1 will operate the elvtr. formerly owned by Eugene Lewis and known as the Lewis Grain Co.

West Union, Ind.—The Linebarger Elvtr. Co. has been incorporated for \$5,000, to deal in grain. This company succeeds L. J. Linebarger. The directors are L. J., J. A., H. A., A. J., and A. L. Linebarger.

Williamsburg, Ind.—Before taking over the Sulphur Springs Grain Co., Sulphur Springs, Ind., as proprietor and mgr., and operating same as the Wilson Grain Co., I was mgr. for the Farmers Elvtr. Co. here for five years.—Carl T. Wilson.

Marion, Ind.—A. W. Maegerlein now owns the mill and 25,000 bu. tile elvtr. and tanks of the Farmers Grain & Feed Co. He is handling flour, feed, coal, etc., as sidelines and does business under the name of A. W. Maegerlein Mill & Elytr.—E. M.

Nickel (Valparaiso, p. o.), Ind.—I now own and operate the elvtr. here, having bought out the other stockholders of the Nickel Grain Co. This corporation has been dissolved, certificates of preliminary dissolution having been filed some time ago.—N. L. Bradfield.

Union City, Ind.—The safe in the elvtr. of Grant Parent was ruined by safeblowers, who entered thru the window of the office. The entire office was wrecked as the consequence of the heavy charge of nitroglycerine in the safe door. They got nothing for their trouble, but did considerable damage.

IOWA

Vincent, Ia.—I am new mgr. of the Farmers Elvtr. Co.—Nels Ersland.

Churdan, Ia.—The Farmers Elvtr. Co. is covering its elvtr. with steel.—W. E. R., M. E. Blazer.

Marsh, Ia.—We have just put on a new tin roof.—C. M. Bolon, mgr., Marsh Farmers Elvtr. Co.

Chariton, Ia.—G. T. Stewart & Co. will build an elvtr. and install a Union Iron Works sheller and cleaner.

Huxley, Ia.—The Huxley Lbr. & Grain Co. is the name of the company succeeding O. M. Johnson & Co. here.

Carroll, Ia.—Entrance to the office of the Farmers Elvtr. Co. was forced recently and a small amount of money taken.

McNalley (Ireton, p. o.), Ia.—We recently installed a new truck lift and a 10 ton type-registering Fairbanks Scale in our elvtr.—Farmers Co-op. Co.

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Jackson Junction, Ia.—Geo. Taylor and G. A. Meyer have purchased the Gilchrist Elvtr. here. Mr. Taylor has been mgr. of the elvtr. for the past 21 years.

Wallingford, Ia.—At an auction sale of the Farmers Co-op. Elvtr. Co. it was bid in by fourteen members of the old company, who had formed another organization, for \$8,000.

Stout, Ia.—The Farmers Co-op. Elvtr. Co. will install a corn crusher and feed mill. The Independent Grain & Lbr. Co. are not operating an elvtr. here.—C. C. Meyer, agt., Independent Grain & Lbr. Co.

Taintor, Ia.—We intend to rebuild in the Spring. Plan on a 15,000 bu. capacity elvtr. fully equipped with sheller, automatic truck dump, cleaner and automatic scales.—Marion H. Pothoven, mgr., Taintor Co-op. Shpg. Ass'n.

Center Junction, Ia.—The Farmers Grain Co. of Scotch Grove, has engaged in business here. There are no other dealers in grain at either point. The name of the company at Scotch Grove was formerly R. A. Naylor.—R. A. Naylor, pres.

Galbraith, Ia.—Charles A. Sankey, 59, veteran mgr. of the Kunz Grain Co. here dropped dead from high blood pressure in a doctor's office Nov. 22. He was in the company's employ for 11 years. His son, B. J. Sankey, is the new grain buyer.—Henry Kunz, sec'y, Kunz Grain Co.

Macy (Ackley, p. o.), Ia.—A check-protector, an adding machine, insurance papers, and other supplies and articles of questionable value were taken from the office of the Farmers Co-op. Elvtr. Co. Mgr. Blakey lost some personal belongings also. The same group that committed a similar robbery at Ackley the latter part of October are suspected of this work.

Pleasantville, Ia.—A new grain elvtr. is being constructed here for Stewart & Co., to replace the old house that is to be torn down as soon as the new is completed. The newer plant is to be 28x50 feet and 80 ft. high. It will hold 14,000 bus. All machinery will be electrically equipped. A feed mill will be built in connection with the elvtr. The buildings will all be of wood construction covered and sided with steel. The office will be a separate structure.

Des Moines, Ia.—The firm of Sargent & Co. is still in business. Sargent-Ash Mills was a separate concern and were closed under bankruptcy proceedings last summer. This plant is a splendidly equipped feed and mixing mill having a capacity of 80 tons of ground and mixed feeds per day. The plant was bought in by the lessors of the real estate, Harragh & Stewart Mfg. Co., and the officers of that company are the officers of the Mid West Mills. Mr. Shannon was formerly one of the principal owners of the former Shannon & Mott Mills of this city and the originator of the Falcon Brands of flour, etc.—T. P. Sharpnack, sec'y-mgr., Mid West Mills.

KANSAS

De Soto, Kan.—A 10,000-bu. elvtr. is being erected here for C. E. Sheldon.

Harper, Kan.—Clark Burdg of Wichita has bought of Roy Pratt the Pratt Elvtr. here.

Republic, Kan.—E. E. McClure has sold the Northern Republic Elvtr. to Homer E. Clark.

Hackney, Kan.—Geo. McGinn of South Vernon has just of late become mgr. of the Hackney Elvtr. here.

Wichita, Kan.—The capital stock of the Stevens Scott Grain Co. has been decreased from \$50,000 to \$40,000.

Glendale, Kan.—Windstorm slightly damaged the elvtr. of the Robinson-Wyatt Grain Co. some time ago.

St. John, Kan.—The Farmers Union Co-op. Ass'n is now building a new addition to its new elvtr.—St. John Mills.

Partridge, Kan.—C. D. Moore is now general manager of the Partridge Mill & Elvtr. Co., succeeding E. C. Everett.

St. John, Kan.—Our new house is practically completed. The old house will be sold Dec. 10th.—Farmers Union Co-op. Ass'n.

Gridley, Kan.—Two new bins of a thousand bus. capacity each are being erected by E. H. Kaufman of the Gridley Grain & Produce Co.

McCune, Kan.—The H. L. Stewart Grain Co. has equipped its elvtr. with electric motors. Another elvtr. leg was also installed.—H. L. Stewart, mgr.

Marysville, Kan.—The creditors of the Marysville Mill & Elvtr. Co. have received no remuneration as yet, tho the first mortgage bonds have been retired.

Emporia, Kan.—Justin R. Soden, owner of the Emporia Water Mills, died Nov. 28. He was one of the pioneers in the industry. The company operated an elvtr. also.

Zarah, Kan.—The Zarah Co-op. Co., which built an elvtr. in 1921, is contemplating retiring from business. This company is also known as the Zarah Mill & Elvtr. Co.

Mitchell, Kan.—The Mitchell Grain Co., which has a 10,000-bu. elvtr. on the Santa Fe, has bought the 6,000 bu. elvtr. of the Derby Grain Co. and will operate both houses.

Doniphan, Kan.—Kelly Allen sold the Doniphan elvtr. to Orville Wingate of Versailles, Mo. The purchaser took possession Nov. 25. Mr. Allen bought the plant in August, 1914.

McDonald, Kan.—The McDonald Equity replaced its rope drive to the cupola with a belt drive and made other improvements. The Birchard Const. Co. had charge of the work.

Salina, Kan.—The Kansas State Charter Board has granted a charter to the Meier Grain Co., which has been in business here for the past year and a half. The company capitalized at \$100,000.

St. Francis, Kan.—The St. Francis Equity Exchange moved its automatic scale from the work floor to the cupola, installed a new loading spout and put in a new cup belt. Birchard Const. Co. did the work.

Bison, Kan.—The Bison Mill & Elvtr. Co. has brought suit against the Missouri Pacific Ry. Co. for \$40,000 damages, as a result of a locomotive engine setting fire to the mill last year. The mill company seeks \$30,000 on the mill and \$10,000 for two cars of flour.

Dodge City, Kan.—Our new elvtr. was completed by the Star Engineering Co. last month. It is of iron clad frame construction, 18,000 bus. capacity, with Richardson Automatic Scale, cleaner, 3-high roll for meal and feed, and dump, etc.—The Alfalfa Coal, Grain & Supply Co.

Talmage, Kan.—The Freeman, Faith Grain Co.'s petition for the sum of \$6,705.50 resulted in the sheriff's attaching the elvtr. of the Borin Grain Co. here and at Manchester. The sum of \$4,800 due the Borin Grain Co. from the Abilene City Mills was also attached. Mr. Borin has moved to Abilene.

De Soto, Kan.—The De Soto Mill & Elvtr., owner by J. A. Sconce, which was reported burned in the August 25 number is not being rebuilt. H. Dicken and myself are building an elvtr. with 10,000 bus. capacity to be completed in about two months. The name of the firm will be De Soto Elvtr. Co.—C. W. Morse.

Marietta, Kan.—Our fire Nov. 24 was first noticed in the cob house. Origin unknown. The fire ran up the cob spout to the top of the elvtr. and a small explosion occurred immediately in the cupola. The elvtr. was of cribbed construction iron clad, 14,000 bus. capacity. Over 7,000 bus. of grain was on hand at the time. The house was a total loss and very little salvage was saved from the grain.—Marietta Stock & Grain Co., H. R. Howell, mgr. (The elvtr. was insured.)

Glen Elder, Kan.—The property of the Glen Elder Mills has been purchased by Ralph W. Dockstader, a grain dealer at Beloit. The elvtr. will be placed in operation immediately, however no plans have been closed for the operation of the mill. The contract price was fixed at \$20,000, subject to a lease held by H. W. Goudy, who now operates the properties.

Harper, Kan.—David Jackman, John Novak and a number of other members of the force of the Kansas Mfg. Co. have purchased the Harper flour mill and elvtr. here. This mill was among the more prosperous several years back, but has been closed for the past two years. The 350 bbls. daily capacity plant will be put in condition for next year's crop and the management decided upon soon. The elvtr. will be opened at once. The purchasers will not sever connections with the Kansas Mfg. Co.

KENTUCKY

Benton, Ky.—J. M. Johnson is building a 25x75 ft. concrete warehouse and office building to be used in connection with his mill.

Danville, Ky.—Anderson & Spilman are now erecting a storage warehouse to be used in connection with their business.—Hudson & Davis.

MARYLAND

Westminster, Md.—Ernest J. Sponseller, of Englar & Sponseller, millers and elvtr. operators here, and his wife were badly injured in an automobile accident when a speeding machine crashed into the rear of their car.

Hampstead, Md.—George A. Albaugh has been appointed receiver for the Malco Mfg. & Ltg. Co. Herbert A. Kline is pres. of the company. The mill has a 350 bbl. daily capacity. The First National Bank of Hampstead filed the petition against the company.

Baltimore, Md.—Joseph M. Warfield & Co., a newly organized concern, have opened offices in the Chamber of Commerce building. Mr. Warfield was formerly associated with the firm of John T. Fahey & Co. He was also connected with the Food Administration-Grain Corporation.

Baltimore, Md.—Effective at once is the amended provision relating to Canadian grain changed by the directors of the Baltimore Chamber of Commerce to read: "All Canadian grain arriving here in bond shall be inspected in under the grades established by the United States Department of Agriculture. The charges for such inspection shall be a lien upon such grain, and payment of same may, in the judgment of the grain committee, be required to be made by the carrier or warehouseman in whose possession the grain is at the time of such inspection, in which case such carrier or warehouseman shall become primarily responsible for the payment of said charges."

MICHIGAN

Grand Rapids, Mich.—The Grand Rapids Grain & Mfg. Co. has filed a petition in voluntary bankruptcy listing liabilities of \$13,271.24 and assets of \$3,289.76.

Yale, Mich.—We are the successors to the Brockway Farm Bureau Elvtr., and have recently purchased the plant and coal yards of Wharton & Co.—Yale Elvtr. Co.

Tyre, Mich.—A new elvtr. on the P. M. commenced operations here towards the first of last month. A. R. Thomas, who is mgr. of this elvtr., is also mgr. there.—Farmers Elvtr. & Produce Co., Bad Axe.

Corunna, Mich.—The former A. W. Green grain elvtr., owned and operated for the past seven years by the Farmers Co-op. Elvtr. Co., will be sold by the latter to the Albert Todd Co., whose elvtr. at Kerby was recently destroyed by fire. The consideration is to be \$14,450. B. A. Fillinger is mgr. for the farmers company.

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Port Huron, Mich.—The 750,000 bu. Grand Trunk Elvtr. burned on the morning of Dec. 9. The grain barge Alexander Maitland, with a cargo of barley valued at \$150,000 was burned to the water's edge. The elvtr. contained 500,000 bus. oats. Total loss, \$1,000,000. The plant was operated by the Grand Trunk Elvtr. Co., Port Huron.

MINNESOTA

Reading, Minn.—The Farmers Co-op. Co. is practically out of business, tho the elvtr. is under lease.—State Bank of Reading.

New Ulm, Minn.—Immediate possession was given after the Eagle Roller Mill Co. purchased the Bingham Bros. grain elvtr. here.

Baudette, Minn.—At a meeting of the Chamber of Commerce a drive was started with the purpose of securing a grain elvtr. for this city.

Kennedy, Minn.—In addition to the flax cleaner reported installed we also put in a wheat scourer and a car puller.—Kennedy Grain & Supply Co.

Duluth, Minn.—Members newly elected to the Board of Trade are H. W. Hellier and J. H. Riheldaffer. B. V. Loosmore and C. K. Quinn had their memberships transferred.

Welcome, Minn.—The Farmers Elvtr. Co. will have to renew its charter soon or else discontinue business. A meeting to decide this question is to be held later on this month.

Starbuck, Minn.—W. E. Coles, Jr., formerly mgr. of the Capital City Mfg. & Grain Co. at St. Paul, is remodeling and enlarging the mill here to a 300 bbls. capacity. The firm name will be Coles Mfg. Co.

Bird Island, Minn.—The Bird Island Roller Mill, owned by Minneapolis men, has been destroyed by fire. It was a total loss as the mill was not insured against fire. The elvtr. of the mill has been closed for the last six or seven years.

Hampton, Minn.—The Hampton Farmers Co-op. Elvtr. Co.'s elvtr. will open soon with Herman Swanson as mgr. A Farmers Elvtr. Co. is in the process of organization to take over both the grain and feed business of the older firm.

Worthington, Minn.—The office building of the St. John Elvtr. Co., which lost its elvtr. by fire as reported in the last number of the Journal, has been repaired and opened. The company has not decided to rebuild as yet.—Greig & Son.

Waseca, Minn.—H. M. Parker has tendered his resignation as mgr. for Cargill Comm. Co. here to become effective as soon as his successor can be chosen. He will return to the employ of D. R. Wagner & Co., grain receivers of Minneapolis.

Brooks, Minn.—There is some talk of building a new elvtr. here to replace the C. D. Hall house that burned down. We had a small loss of about \$250, but the weather is too bitter to repair the damage more than just temporarily.—George Peterson, Schoeder & Peterson.

Biscay, Minn.—The fire reported in your last issue was in the old Stoner grain elvtr. The flour storage house was damaged to the extent of about \$200. The buildings will not be repaired, but are already being torn down. They will not be replaced.—F. A. Bauders, mgr., Farmers Elvtr. Co.

Cokato, Minn.—I had the Farmers elvtr. leased that burned in October. There is some talk of rebuilding next spring, but not by the old company; they are going to organize a new company. I have rented the Cokato Mfg. Co.'s elvtr. and opened that up Nov. 1.—G. R. Treanor, G. R. Treanor Grain Co.

MINNEAPOLIS LETTER.

Luther T. Sowle, one of the pioneer grain dealers here and a member of the Chamber of Commerce the last forty years, died recently. Four sons and a daughter survive.

The following memberships in the Minneapolis Chamber of Commerce have been transferred: From W. J. Brown to Clifford M. Strawman; from H. C. Olson, No. 1, to Michael W. Waldorf.

The Central Elvtr. Co. that purchased the three terminal elvtrs. here of the St. Anthony Elvtr. Co., a Washburn-Crosby subsidiary, did not take over the line of country elvtrs. The subsidiary company was incorrectly reported to have owned. The St. Anthony & Dakota Elvtr. Co., another subsidiary, owned the country houses.

By Jan. 7 our 150,000 bu. concrete storage addition will be complete, giving us a total storage capacity of 300,000 bus. The plant is on the Northern Pacific, Great Northern and Chicago Great Western railroads. C. Kurth, Jr., Milwaukee, is pres.-treas.; John Kurth of Columbus, Wis., vice-pres.; and Lester E. Voell, sec'y and general manager.—Interior Malt & Grain Co.

We have not yet completed our plans for the new Twin City Trading Co. elvtr., or the feed and seed house to be built for the Albert Dickinson Co. We have, however, started working on the erection of a small group consisting of seven steel tanks with a capacity of approximately 50,000 bus., and also the installation of a new elvtr. leg, and other minor changes to make our present plant more efficient. The work so far under way involves an expenditure of approximately \$40,000.—R. M. Ivey, pres., Twin City Trading Co.

MISSOURI

Oran, Mo.—The newly organized Oran Cotton, Hay & Grain market is in charge of T. A. Wipfle.

St. Louis, Mo.—James Flynn has become actively connected with Flynn Bros. Grain & Feed Co.

Lexington, Mo.—The W. P. Aull & Co.'s elvtr. formerly belonged to the Farmers Co-op. Ass'n.—X.

Poplar Bluff, Mo.—The Butler County Mfg. Co. suffered the loss of \$190 recently when its safe was blown.

Craig, Mo.—The elvtr. of Brownfield & Teare is completed and in operation. It was built by G. H. Birchard.

Moberly, Mo.—The Producers Elvtr. Co. suffered \$10,500 fire loss when its feed warehouse burned completely.

Norborne, Mo.—It was a false report that has been circulating stating that we had a fire.—R. V. Seward Grain Co.

Portageville, Mo.—J. C. McCrate is having an electrically operated elvtr. built in connection with the Portageville Mfg. Co.'s mill here.

Osborn, Mo.—Our new warehouse for the J. B. Grinder is 16x30 ft. We did all the work ourselves.—H. L. Butterfield, Osborn Elvtr. Ass'n.

Carrollton, Mo.—Cecil Wayland is the new mgr. here, taking the place left by F. J. Lentz, when he resigned to enter the employ of the Pullman Co.—R. V. Seward Grain Co.

Kansas City, Mo.—F. L. Bedell now has charge of the coarse grain department for Bruce Bros. Grain Co. He was formerly local mgr. for the Farmers Union Jobbing Ass'n.

Butler, Mo.—Marion F. Arnold, formerly mgr. of the People's Elvtr. Co.'s elvtr. here before same was sold to the Farmers Elvtr. Co., will enter the feed business here.—P. J. P.

Rich Hill, Mo.—Maj. G. T. Lynch of the Peoples Elvtr. Co. which lately sold the elvtr. at Butler to the Farmers Elvtr. Co. of that place, is now in charge of the Peoples Elvtr. Co. here.

Martinsburg, Mo.—Six tires, ten tubes and an adding machine were taken from the office of the Martinsburg Farmers Elvtr. Co., Inc. by burglars Nov. 25. The loss is conservatively estimated at \$183.

St. Louis, Mo.—T. E. Price has returned from Mayo Bros. Hospital in a much improved condition. Mr. Price, who heads T. E. Price & Co., spent over two months at Rochester, Minn., in the care of these surgeons.

Maysville, Mo.—The recently organized Farmers Elvtr. Co. has remodeled the Maysville Roller Mills into an elvtr.. The Rock Island is now putting in a side track for them. The mill was formerly owned by E. A. Bunton.

Harwood, Mo.—M. D. Grider of Appleton City, has purchased the elvtr. here and will open for business. A mgr. will be placed in charge and Mr. Grider will continue in business at Appleton City, where he recently lost four buildings by fire.

Butler, Mo.—The Butler Roller Mill, which has been idle for some time, is again in operation with Chas. W. Garard as mgr. The mill is the property of S. W. Barr and was operated a few months during the summer by Mr. Kloss of Kansas.—P. J. P.

Kansas City, Mo.—B. L. Hargis of the Hargis Grain Co. will be mgr. of this office of Lamson Bros. & Co., Chicago, after Jan. 1. J. B. Bracken has resigned effective then to become mgr. of the private wire office to be opened at that time by Jackson Bros., Chicago, in the new Board of Trade building. The membership of the late Theodore Ismert was purchased for \$8,750 by the latter firm.

Springfield, Mo.—The Lipscomb Grain & Seed Co. has obtained a license from the federal government to operate a bonded warehouse for the storage of grain. The company recently completed the construction of a concrete and stone terminal grain elvtr. with 50,000 bus. capacity. A 2,000 bu. scale has been installed on the top floor. A large cleaner, dryer, separator, modern milling machinery, etc., have been installed.—P. J. P.

Springfield, Mo.—The Springfield Flour & Feed Co. has purchased the Paragon mill property of the Interstate Mfg. Co. and extensive repairs are now being made, converting the property into a modern milling plant. The purchase price was set at \$25,500 and the improvements and modern machining being installed is costing that amount again and more. The daily output will be 300 bbls. daily and the mill will manufacture chops, dry and mixed feeds, meal and poultry feeds.

ST. JOSEPH LETTER.

Additional storage will be added by the C. B. & Q. to its elvtr. here.

J. W. Holliday took up his duties as traffic manager of the St. Joseph Grain Exchange on Nov. 20. He succeeds C. W. Anderson. Mr. Holliday has been traffic mgr. of the Salina Chamber of Commerce.

The St. Joseph Mfg. Co. has been reorganized to operate the old Faucett mill and elevator. The firm will do a full line of feed, corn products and grain business. The company was reported organized and incorporated in the July 10 number with a capital stock of \$160,000. Charles Smolin, Chicago, is pres.; Daniel P. Moore of St. Joseph is vice-pres.; Jacob Ungeran is second vice-pres.; Samuel C. Levin of Chicago, sec'y, and Samuel Leavitt, Chicago, treas. The Faucett plant was acquired in 1920 by the second vice-pres. of this new company and has been idle since until Dec. 1 of this year when it opened on a 24-hour a day schedule. The Chicago directors brought \$250,000 additional capital to be put into the milling company.

MONTANA

Wibaux, Mont.—Fire destroyed the gasoline storage house at Plant No. 2 of the Occident Elvtr. Co.

Wheat Basin, Mont.—We contemplated the installation of a new truck dump next summer.—C. W. Knapp, agt., Powers Elvtr. Co.

Westmore, Mont.—V. S. Himsel has taken over the elvtr. at this station.—X.

Fife, Mont.—The elvtr. of the Fife Farmers Elvtr. Co. was totally destroyed by fire on Dec. 1 as the result of an overheated stove.

Augusta, Mont.—The Great Northern is extending its tracks to this town. A 30,000-bu. elvtr. precedes the extension, having been trucked here from Gilman, 3 miles away.

Wagner, Mont.—A new 20,000-bu. house was built to replace the one lost thru fire for the St. Anthony & Dakota Elvtr. Co.—Harry F. McConnell, agt., St. A. & Dak. Elvtr. Co.

Westby, Mont.—The Occident Elvtr. Co. will probably build on Mr. Geo. Onstad's site this next year. Mr. Onstad has been out of the grain business since fire took his elvtr.—D. N. Bertelson.

Great Falls, Mont.—An adjustment of the claims of the creditors of the Gallatin County Union, a co-operative grain marketing concern, has been attempted by the state commissioner of agriculture.

NEBRASKA

Shubert, Neb.—The R. A. Heacock Co.'s elvtr. is undergoing repairs.

Sterling, Neb.—Frank Schwab has purchased the flour mill of J. E. Jarabek.

Omaha, Neb.—Funeral services for the late A. V. Kinsler, Omaha grain man, were held Dec. 9.

Crete, Neb.—The Crete Mills are increasing their storage facilities. The Birchard Const. Co. has the contract.

McCandless Siding (Stella, p. o.), Neb.—Fred R. Anderson has leased the elvtr. here operated heretofore by Henry Brenner.

Filley, Neb.—We have installed a 10-h.p. motor, put on new high speed cups and repaired in general.—Farmers Co-op. Co.

Panama, Neb.—I have remodeled my elvtr.; built new dumps of concrete, also new walk and pit. Am using electric power now.—Guy Hedges.

Farnam, Neb.—The Farmers Elvtr. Co. has installed a double Kewanee Truck Lift and made minor repairs. The Birchard Const. Co. did the work.

Panama, Neb.—Other improvements were made by the Birchard Const. Co. at the same time they put a new foundation under the elvtr. belonging to Guy D. Hedges.

Lyons, Neb.—A. Moseman is making improvements on his elvtr. A new warehouse for salt is being constructed with ample room for 50 carloads of feed, flour, coal, etc.

David City, Neb.—L. E. Krajicek of Bruno, has leased the Nye Schneider-Jenks Co.'s elvtr. and opened for business. Coal will be handled in addition to the general elvtr. business.

Pierce, Neb.—H. F. Magdanz has purchased and taken possession of the White Mill, formerly owned by Fred Lierman. The feed grinding business was included in the deal.

Wakefield, Neb.—The Crowell Lbr. & Grain Co. has sold out to the Fullerton Lbr. Co. A \$15,000 fire was reported in the November 10 number as having destroyed the Crowell elvtr.

Omaha, Neb.—H. A. Butler has been chosen to succeed J. W. Holmquist, whose term of office had expired, and C. G. Crittenden and Frank C. Bell were elected to the directorate of the Omaha Grain Exchange.

Columbus, Neb.—D. A. Beecher, pres. of the Commercial Nat'l Bank of Omaha, bought the Elvtr. Roller Mills at public auction. The elvtr. has a 20,000 bus. capacity and the mill 250 bbls. The sale price was \$21,000.

Grand Island, Neb.—I have bought the Highland Grain Co.'s elvtr. and will do a retail feed and coal business in connection with the grain handling. The firm name will be The Reinking Grain Co.—W. R. Reinking.

Lewistown, Neb.—The Derby Grain Co. job was completed Dec. 1. The Federal Engineering Co. installed new motors, covered the office, elvtr. and oats house roof with asbestos roofing and the sides of these buildings with galvanized iron, putting on the necessary lightning rods for protection. Other machinery changes were also made in the plant.

Omaha, Neb.—The suit against Frank Fowler has been dismissed. The old Nye-Schneider-Fowler Grain Co. had asked for an accounting from its former president for \$270,000 worth of assets he is charged with having taken out of the company after it is alleged to have become financially embarrassed, replacing same with an equal amount of rapidly declining company stock.

NEW ENGLAND

Fair Haven, Vt.—The Vermont Mfg. Products Corporation's plant burned. Loss, \$500,000.

Norwood, Mass.—Lewis H. Beaver, a prominent business man and for many years partner and later sole owner of the Beaver Coal & Grain Co., died here Dec. 1.

Boston, Mass.—W. F. Smith of Wayland, has been elected chairman of the Massachusetts Retail Grain Dealers Ass'n by the executive com'ite. Sumner Crosby resigned this position a short time ago. A general meeting of the entire organization will be held Dec. 11, in Springfield.

Middletown, Conn.—The Meech & Stoddard Co., grain dealers with headquarters here, have announced a \$250,000 expansion involving its numerous holdings throughout the state. Property held in Hartford was sold for \$100,000 and the company's branch moved to better transportation facilities in East Hartford. New buildings will be erected for the Meriden, Middlefield and Essex branches. The Colchester property will be sold.

NEW MEXICO

Clayton, N. M.—Mail addressed to the Farmers Society, the lessees of the C. H. Black elvtr., has been returned marked "Addressee removed." Later authentic information indicates that the Texline Co-op. Equity Union are the lessees of the plant.

NEW YORK

New York, N. Y.—Howard E. Norris has been admitted to the firm of Montgomery & Jenkins.

Salamanca, N. Y.—Andrew Moor is now sole owner of the Salamanca Mfg. Co., having purchased the interests of his partner, M. D. Wright.

Buffalo, N. Y.—The Barnett & Record Co. have been awarded the contract on building the sub-structure for the Saskatchewan Co-op. Elvtr. Co.'s terminal elvtr. here. The superstructure will be open for bid next Spring.

Syracuse, N. Y.—Since our fire last year and Mr. Parker Sr.'s death we have emphasized our jobbing business more than our milling business, tho the mill has not been idle. We are also doing some grinding.—Parker Flour Mills, Inc.

Oswego, N. Y.—The New York State elvtr. was not opened Dec. 1 as previously anticipated. The marine legs have yet to be placed after the handling machinery is set. The uncertainty of the opening date has lost much storage business to the plant.

Buffalo, N. Y.—Nisbet Grammer, pres. of the Eastern Grain, Mill & Elvtr. Co., has purchased the 2,000,000-bu. "Electric Elvtr." for a reported \$1,000,000. Yale Kneeland and Charles Mitchell, founders of Power, Son & Co., owned the terminal, having built it some twenty years ago. Retirement from business is the reason accredited for the sale.

Buffalo, N. Y.—The Standard Mfg. Co. has purchased the H. O. Cereal Co., Ltd., with mills here, and the H. O. Cereal Co., Ltd., of Canada, with mills at Ayr, Ont. The purchasing company operates mills throughout the United States. It is understood the purchase price was \$2,000,000. These mills will be consolidated with the Hecker-Jones-Jewell Mfg. Co. and operated as a unit thereof.

Albion, N. Y.—L. E. Sands and Mrs. Grace Gerks, both of whom are wanted in connection with the bankruptcy of the L. E. Sands Co., have been apprehended and taken into custody. The "bean king's" company was found to be \$500,000 short in September and his wholesale house here and twenty-eight receiving stations throughout the country were immediately closed. Mr. Sands was arrested in Tampa, Fla., and Mrs. Gerks at Huntington, Ind.

NORTH DAKOTA

Lisbon, N. D.—Roy Blanchard is now in charge of the Rector feed mill.

Leal, N. D.—Fire destroyed one of the elvtrs. and 12,000 bus. of grain here recently.

Burt, N. D.—J. Birdsall of the New Leipzig, built a 30,000-bu. elvtr. here and not at Bird.—Watrous Equity Exchange, Watrous, N. D.

Hebron, N. D.—G. M. Schuler is Herman Gehrke's successor as mgr. here. We have installed a truck dump.—Hebron Farmers Union Elvtr. Co.

New Leipsig, N. D.—J. S. Birdsall and the Monarch Elvtr. Co. will probably install truck dumps in another year.—John J. Boder, agt., Monarch Elvtr. Co.

Lostwood, N. D.—The organization of a farmers company and the erection of an elvtr. is being seriously considered here. (One was established in 1917.)

Drayton, N. D.—The Farmers Interstate Elvtr. that burned here Nov. 12 will no doubt be rebuilt in the Spring.—Kennedy Grain & Supply Co., Kennedy, Minn.

Belfield, N. D.—The new Star Elvtr. is under construction and is expected to be in condition to receive grain by the first of the year. Its capacity will be between 35,000-40,000 bus., and will cost close to \$18,000. The Star Engineering Co. has the contract.

Fessenden, N. D.—The Osborne-McMillan Elvtr. Co. has been repairing the new elvtr. they just acquired from T. B. Beiseker, the old J. E. Garver house. The capacity is 45,000 bus. and it is equipped with truck dump, man-lift, etc.—Agt., Osborne-McMillan Elvtr. Co.

OHIO

Utica, O.—J. W. Cambell has succeeded Mills Bros.—Geo. Branstool.

Leipsic, O.—Hirsch Bros. Grain Co. sold its elvtr. to P. W. Davis.—Leipsic Grain Co.

Cardington, O.—C. E. Linn & Co. has succeeded J. G. Mills & Co.—C. E. Linn, mgr.

Delisle, (Arcanum, p. o.), O.—The name of Drew Bros. is now Elmer Drew.—Elmer Drew.

Houston, O.—P. W. Moyer has succeeded S. H. Colby as mgr. of our elvtr.—Farmers Elvtr. Co.

Weilersville, O.—Fetter & Irvin is now the name of the Weilersville Equity Co.—Fetter & Irvin.

Miller City, O.—C. A. Hiegel of Leipsic, has purchased my elvtr. here.—G. O. Cruikshank, Leipsic.

Hume, O.—Jacob Romshe has filled the vacancy left by L. Thomas as mgr.—Hume Equity Exchange.

Northfairfield, O.—Am not shipping any grain as the electric line has been junked.—J. J. Laverty.

Weston, O.—The Weston Mill & Elvtr. Co. is closed and has been for the past two years.—J. V. Dirk.

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Hartsburg, O.—M. R. Kent is the mgrs. name for the elvtr. just taken over by us.—T. B. McDonald.

Lodi, O.—H. Funk is now mgr. of the Lodi Equity Co. R. J. Welch was his predecessor.—Lodi Mfg. Co.

Youngstown, O.—The Ohio Mfg. & Feed Co. is out of business. They were brokers.—The Albert H. Buehrle Co.

Louisville, O.—We now operate the B. B. Milling Co.—Aloysius A. Paumier, mgr., The Revere Flour Mills Co.

Prospect, O.—Waldo King manages the Union Mills succeeding C. G. Nitzler.—Prospect Farmers Exch. Co.

Patterson, O.—The name of this company has been changed from W. J. Lepley & Son to W. J. Lepley.—W. J. Lepley.

Lucas, O.—A. C. Swart has been succeeded by L. V. Snider as mgr. of the Farmers Equity Exchange.—Farmers Eq. Ex.

Shelby, O.—J. C Morris is now the name of the firm formerly known as Morris & Seltzer.—The Shelby Equity Exch. Co.

Greenville, O.—C. C. Mendenhall has purchased the elvtr. owned by J. W. Mendenhall.—Greenville Farmers Exchange Co.

Millersburg, O.—Mr. Fendrick is now mgr. for the Farmers Equity Exchange, having replaced Ed. Toms.—Charles Elliott.

Hebron, O.—Scoop shovels are operating here. Babcock Bros. and myself are the only regular shippers here.—C. A. Pence.

Lake View, O.—W. A. Nisonger is now managing the Lake View Elvtr. Co. A. J. Lewis was his predecessor.—Lake View Elvtr. Co.

Sabina, O.—H. E. Rapp is the name of the firm succeeding W. D. Rapp & Son. The change took place late this Fall.—W. A. Linkhart.

Mt. Blanchard, O.—There is a scoop shovel shipper at our station. We are the only regular shippers here.—Mt. Blanchard Farmers Elvtr. Co.

Eaton, O.—A quantity of clover and alfalfa seed, and flour was taken by the invaders who broke into the plant of the Eaton Farmers Equity Co.

Kingman, (Wilmington, p. o.), O.—A scoop shoveler operates here. We are the only established dealers.—H. W. Smith & Co., E. C. Smith, mgr..

Fredericksburg, O.—Our company's name is now Slutz & Sons Elvtr. Co., having been changed from Slutz & Sims Feed & Lbr. Co.—A. B. Slutz.

Carey, O.—A modern coal yard and other improvements are being made for the Carey Mill & Elvtr. Co. Mechanical equipment is to be used thruout.

Covington, O.—I will remodel my mills next Spring when I return.—J. B. Kindell, prop., New Sugar Grove Mills & Elvtrs., (now Sebring, Fla.)

Convoy, O.—A scooper is operating at this point. The Convoy Equity Exchange and ourselves are the only regular shippers here.—Long & Marshall.

Ansonia, O.—J. W. Hufnagle is now mgr. of the Ansonia Grain Co. W. E. Henderson formerly held this position.—J. C. Cole, mgr., Peoples Grain Co.

Tobias, O.—Cutthroat scoop shovels operate in this vicinity. We are the only established dealers.—Heinla, Litkins & Monnette, I. R. Monnette, mgr.

New Madison, O.—W. H. Brown is now mgr. of the New Madison Grain Co. Frank Royers formerly held this position.—The New Madison Grain Co.

Camden, O.—The Farmers Grain & Sply. Co. is now under the management of Chas. Bloom, succeeding J. F. Decker.—M. Horrigan, mgr., Eikenberry Bros. Co.

Williamsport, O.—C. W. Hunsicker & Co. did not rebuild its elvtr. that burned. They are out of business.—Harry W. Heffner, mgr., The Heffner Grain Co., Circleville.

Oakwood, O.—Our company's name has been changed from W. H. Hill & Sons to W. H. Hill. I also operate at Rice. J. W. Whitney is out of business.—W. H. Hill.

Basil, O.—We are the successors to D. S. Cook & Co. The firm is composed of Ed. S. Ruffner and Ed. Coplin. We are not operating the flour mill.—Basil Grain & Lbr. Co.

Bryan, O.—C. M. Silcox is the present mgr. of the Farmers Co-op. Grain & Sply. Co., having followed Williard Doren in this capacity.—Bryan Farmers Co-op. Grain & Sply. Co.

Loudonville, O.—A. M. Heydinger is now mgr. of the Loudonville Farmers Equity Exchange Co. A. M. Fombell formerly was mgr. here.—H. J. Boute, mgr., Loudonville Mfg. Co.

Waynesville, O.—Scoop shovel shipper operates here. We are the only regular shippers at this point. W. E. O'Neill has succeeded C. W. Younce as mgr.—Waynesville Farmers Exchange Co.

Tontogany, O.—Hugh Miner manages the Tontogany Farmers Co-op. Co. at present. H. W. Jinneson was formerly retained here by the company for a like purpose.—Tontogany Farmers Co-op. Co.

Monroeville, O.—The office of the Herman McLean elvtr. was broken into and relieved of some loose change. It is believed the same burglars took \$110.74 from the safe of Horn Bros. the same night.

Fremont, O.—The Cox Mills have closed down entirely. The Union Elvtr. Co. do no shipping any more, though are engaged in a retail and coal business.—W. E. Wolfe, mgr.-treas., Fangboner Seed Co.

Kirkwood, O.—We have taken over the elvtr. of the Kirkwood Grain & Supply Co. and will operate it under the name of Kirkwood Grain Co. C. A. Faulder will be new mgr.—Fristoe Grain Co., Piqua, O.

East Orwell, O.—L. H. Behner has erected an up-to-date elvtr. on the site of his old warehouse. A warehouse of brick and fireproof tile having 1,200 ton bulk and 1,800 tons bag storage will be completed Jan. 1.

Hoyleville, O.—Both of the offices of the grain elvtrs. here were robbed late last month. Nothing was secured from the Eagle Grain Co., but the safe of the Farmers Co-op. Elvtr. was blown open and some money taken.

Gretton, O.—One of the farmers here tries to do a little scooping, but cannot buy much.—The Farmer Grain & Seed Co. and ourselves are the only regular and established dealers here.—G. C. Thomas, agt., Toledo Grain & Mfg. Co.

Cedarville, O.—H. C. Lewis now manages the Cedarville Farmers Grain Co. J. P. Pittstick used to hold this job. There is a scoop shoveler loading a few cars here. We are the only regular dealers here.—Cedarville Farmers Grain Co.

Osborn, O.—It is here that I am starting to build an elvtr. rather than at Fairfield. I expect to have it in operation some time in the spring, however, the elvtr. will be operated in connection with my feed mill at Fairfield.—O. B. Armstrong.

Tamah, (Celina, p. o.), O.—A scoop shoveler is operating here in the coal business and in case of a good crop of corn or oats will probably scoop grain. We are the only parties here having a penny invested for handling grain or coal.—The Tamah Elvtr. Co., J. E. Stayman, sec'y.

Botkins, O.—The office and warehouse of the Botkins Grain Co.'s elvtr. was broken into and rifled. Wearing apparel was all that was found to have been taken, though the seed department, the flour department, the safe, etc. were all entered. A truck had been backed up for the loot.

Kemp, (Kempton, p. o.), O.—There has been talk of building another elvtr. to replace the one that burned at a loss of \$17,000 last year, but a new company would necessarily have to be organized to accomplish same. There has been some shovel loading at this point since our fire.—James B. Peters.

Verona, O.—The defunct Arcanum Equity Exchange Co.'s plant here was purchased from the receiver by ourselves and is the only elvtr. here. Mr. Etzler, Sr., has been connected with this plant for 28 years, first with the late Werts, Brown & Rowe, then with the Equity, then for himself.—Chas. O. Etzler & Son.

Poplar Knob, O.—The elvtr. recently completed on our Cooper Knoll farm near Tippecanoe City is to be used entirely as a farm granary and is not located on any railroad. The capacity is 32,000 bu. ear corn and 13,000 bu. small grain.—S. Graham Smith, mgr. Farm Division, Miami Conservancy District, Dayton.

OKLAHOMA

Tishomingo, Okla.—O. P. Trammel's Tishomingo Mfg. Co. has been put into operation.

Bushyhead, Okla.—The Major Elvtr. of the Nelson Grain Co. was destroyed by fire on Dec. 3.

Lawton, Okla.—The Farmers are still talking of building an elvtr. in the near future.—Walker Flour Mills.

Pauls Valley, Okla.—The feed business of C. J. Pyle has been moved into new quarters erected for that purpose.

Dewey, Okla.—Phillips & Pinkerton, who recently took over a grain elvtr. at Bartlesville, Okla., also took over the plant of the Dewey Mill & Elvtr. Co. here.

Enid, Okla.—With a capital stock of \$25,000 the John Henry Grain Co. has been incorporated with John Henry as pres., L. G. Henry, sec'y, and A. Macy, treas.

Miami, Okla.—An elvtr. is under construction at the St. Joe Mill and numerous improvements are being made on the plant. Dr. Hull operates the property under purchase option.

Jefferson, Okla.—Harry Smith is to become the mgr. of the Hacker Elvtr. Co. here succeeding E. E. Roher, who takes Mr. Smith's old job as mgr. of the W. T. Hacker elvtr. at Abilene, Kan.

Sentinel, Okla.—I have purchased the Orient Elvtr. at this place and expect to remodel the plant. Will handle grain, feed and coal. Will have everything in first class condition mighty soon.—D. J. Reiter.

Gansel, (Perry, p. o.), Okla.—A 9,000 bu. elvtr. has been opened by the Farmers Co-op. Elvtr. Co. at a cost of \$5,000. It is the only one in this section of the state that is operated by a woman, Mrs. Frank Newerbue.

Broken Arrow, Okla.—A. C. Hayes has purchased the Pitts-Wells Elvtr. from J. W. S. Bower. The elvtr. will be known under the same name and Dick Morrow will continue to operate the plant. Mr. Hayes is a farmer. A full line of feeds will be carried.

Mustang, Okla.—In the action of A. N. Hewitt vs. Mustang Farmers Grain Co., et al., a compromise was arrived at between the two attorneys just before the jury was called. Hewitt, brother of Joe Hewitt, convicted cashier of the defunct Mustang State Bank, was suing the elvtr. company for salary as mgr.

Enid, Okla.—Edward R. Humphrey has established a grain brokerage office here. Several elvtrs. recently purchased in the north and western part of the state will be operated. Mr. Humphrey has just of late resigned the management of the Oklahoma City Mill & Elvtr. Co.'s grain department. He was at one time mgr. for the Great West Mill & Elvtr. Co. at Amarillo.

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Oklahoma City, Okla.—Morris Wilkins will hold the position of mgr. of the grain department for the Oklahoma City Mill & Elvtr. Co. He is the general sales manager.

OREGON

Medford, Ore.—On Nov. 27 the mill of the Rogue Valley Mfg. Co. was burned to the ground.

PENNSYLVANIA

Curwintsville, Pa.—E. E. Meyer lost his mill by fire Nov. 20.

Philadelphia, Pa.—Repairs necessitated by fire in our dust room have been completed. The \$1800 fire was not due to dust explosion.—Quaker City Flour Mills Co.

Chambersburg, Pa.—Walker Bros., a partnership, displaces the old firm of Walker Diehl & Walker. Mr. Diehl left the latter firm last August becoming connected with the Chambersburg Grain Co.

Philadelphia, Pa.—The Philadelphia & Reading Co.'s "Twentieth Street" elvtr. is to be rebuilt according to reports similar to those reported in the April tenth number of the Journal. The plans and specifications are ready.

SOUTH DAKOTA

Webster, S. D.—The Empire Elvtr. has been repainted.

Redfield, S. D.—H. W. Speight has built a new addition to his elvtr. office.

Raymond, S. D.—The Lytle Grain Co.'s elvtr. is completed and receiving grain.

Kaylor, S. D.—The Kaylor Farmers Elvtr. Co.'s elvtr. has been completed, which replaces the one destroyed by fire this summer.

Bath, S. D.—Mathew J. Chalcraft, mgr. of the Empire Elvtr. Co.'s elvtr. here, was killed instantly when struck by the Olympian east-bound train here recently.

Toronto, S. D.—The Farmers Elvtr. Co. has installed lightning rods on its elvtr. This plant was struck and set fire in the cupola by lightning twice within the past two years.

Columbia, S. D.—The Columbia Farmers Elvtr. and the Atlas companies will rebuild to replace their two elvtrs. destroyed in the recent fire in which all four grain handling plants of the town were burned to the ground.

Arlington, S. D.—Repairs on the cleaning and transfer elvtr. purchased from the Central Dakota Mill Co. by Sheldon F. Reese of Huron, are completed and the company has commenced local business as well as the aforementioned.—X.

SOUTHEAST

Huntsville, Ala.—The electric grist mill of the Alabama Mfg. Co. burned. Loss, \$10,000.

Meridian, Miss.—We have succeeded Hayward & Scott and the firm name is now Scott & Snowden.—T. P. Snowden.

Albany—Decatur, Ala.—The Twin City Wholesale & Grain Co. is building a \$10,000 grain warehouse on the L. & N. switch tracks here. The material is on the ground.

Waynesboro, Ga.—The Burke County Mfg. & Mkt. Co. will store and grind grain, buy and sell farm produce, manufacture stock and dairy feeds and act as commission merchants on consignment.—B. B. Tompkins, mgr.

TENNESSEE

Carthage, Tenn.—A large grain house is under construction for the newly organized Carthage Grain Co. Corn and small grain handling machinery is to be installed. The mgr. will be Lofton N. Fisher.

Memphis, Tenn.—A son of L. R. Donelson has established the A. J. Donelson & Co., hay and grain brokers. Younger Mr. Donelson has been actively engaged in the milling business here as Yates & Donelson. The father is one of the new firm.

Memphis, Tenn.—We have just completed a new elvtr. and warehouse adjoining our present plant. This elvtr. is to be used exclusively for the handling of corn for which two Ellis driers of 500 bus. an hour capacity have been installed. The capacity of the present plant is utilized entirely for the handling of oats.—Embry E. Anderson, W.

Nashville, Tenn.—The 400,000 bus. storage being built here is in the form of concrete tanks which we hope to have ready for operation early after the New Year. This additional storage is in connection with our present elvtr. storage and will provide us with 800,000 bus. total storage capacity.—R. W. Hale, J. R. Hale & Sons. Plans and specifications were provided by the Jno. S. Metcalf Co.

TEXAS

Gainesville, Tex.—The Whaley Mill & Elvtr. Co. are installing some new machinery.

Houston, Tex.—We had a fire in our up-town office, but the damage was less than \$100.—South Texas Grain Co.

Fort Worth, Tex.—G. C. Henderson is mgr. of the Grain Marketing Co.'s office in this city instead of at Austin, Tex.

Sherman, Tex.—O. L. Dial, W. E. Brents and G. J. Birge have incorporated the Graco Mfg. Co. with a capital of \$40,000.

Childress, Tex.—C. P. Sanders has just completed a large warehouse to be used for storing feeds. New coal sheds were also just finished.

Crosbyton, Tex.—We expect to add a mill to the Crosbyton Union Elvtr. after Jan. 1.—W. Matthews, mgr., Crosbyton Union Elvtr. Co.

Floydada, Tex.—J. A. Albernathy has sold the flour mill of the Floydada Mill & Elvtr. Co. to Boothe Bros., grain and coal dealers here.

San Antonio, Tex.—The Travis Grain Co. has been incorporated for \$10,000. Incorporators: I. L. Hyatt, Frank Springer and C. L. Bell.

Fort Worth, Tex.—The Transit Grain Co. celebrated its fourth birthday with a get-together meeting of officers, owners and employees.

San Juan, Tex.—The San Juan elvtr., the largest this side of San Antonio, is now idle due to the death of the recent owner. It was built in 1919 by W. J. Buttschau.

Graham, Tex.—Storage capacity for an additional 200,000 bus. and another story is being added to the Graham Mill & Elvtr. Co. Seventeen concrete tanks of 30 bins each will be erected.

Galveston, Tex.—J. E. Haviland will remain as mgr. of the Galveston plant of the Texas Star Flour Mills which has of late been purchased by Frank Kell and J. Perry Burrus, as was reported in the last number of the Journal.

Fort Worth, Tex.—The information regarding the erection of a 750,000-bu. modern fire-proof elvtr. here for the use of our company is somewhat premature. We are not ready to build.—B. C. Moore, pres., Moore-Seaver Grain Co., headquarters, Kansas City, Mo.

Houston, Tex.—The three bids on the Port Commission elvtr., for which \$1,200,000 has been appropriated, have all been rejected, all being in excess of the appropriation. The Commission has decided to omit the drier and reduce the size of the house. New bids will be called for immediately.

UTAH

Provo, Utah.—A new warehouse has been opened by the Wasatch Produce Co. Grain, flour and feed will be dealt in.

WASHINGTON

Wilbur, Wash.—James Llewellyn, mgr. of the Grain Growers Warehouse Co., was stricken suddenly with appendicitis recently and rushed to a Spokane hospital for an operation.

Seattle, Wash.—The officers of the newly incorporated firm of Pease Grain Co. are J. A. Pease, pres.; R. O. Pease, sec'y. The \$100,000 company will carry on a general grain and export business.

Seattle, Wash.—Philip Benedict is to have charge of this office for Kerr, Gifford & Co. For the past seven years he has been mgr. at the Spokane office, but is to be succeeded there by D. A. Leach, a son of N. A. Leach, vice-pres. of the company. D. A. Leach formerly was mgr. of the company's mill at The Dalles, Ore.

Seattle, Wash.—J. C. Donnell, a local creditor of James McFarlane & Co., was granted application for receivership when the MacFarlane company, stock and grain brokers here, were forced to suspend operations following their inability to meet the demands of Chicago brokers for money due on operations in grain. Wm. Jensen, mgr. of the company, temporarily is the receiver.

WISCONSIN

Beaver, Wis.—The grain warehouse of Henry Pierre was destroyed by fire.

Lima Center, Wis.—We are repairing the elvtr. just opened by Dadmun Bros.—Fred T. Fehly, mgr.

Atwood, (Owen, p. o.), Route 1, Wis.—Eph. Ohmen has established a general merchandise, flour and feed business.

Prescott, Wis.—The Equity Exchange will open a new feed mill in its elvtr. Operation of the machinery should commence by the first of the year.

Milwaukee, Wis.—George W. Chandler, one of the oldest members of the Milwaukee Chamber of Commerce, died here recently. He joined the organization in 1862.

Appleton, Wis.—Edward Kuck has again leased the building of the Appleton Cereal Mills and will continue his grain and feed business. The properties have recently gone through the sheriff's hands.

Juda, Wis.—The elvtr. property of Ben Roderick has been destroyed by fire at a loss of \$25,000, 75% covered by insurance. A new elvtr. will be built. Flames started in a defective chimney in the Milwaukee road station.

Milwaukee, Wis.—Blower equipment for unloading cars and loading tanks is to be installed in the concrete storage tanks of the Grain Marketing Co.'s elvtr. "E" recently leased from the C. M. & St. P. R. R. The plant will be ready for operation by Dec. 15.

La Crosse, Wis.—The cement grain storage tanks of the Listman Mill Co.'s elvtr. were leased to the Cargill Elvtr. Co. of Minneapolis, which was started by W. W. Cargill of this city. The Listman mill was purchased of local capitalists several years ago by the Kansas Flour Mills Co., and has been closed since 1921. A battery of nine tanks were built by this latter company, tho never used, just before the plant was closed. The tanks will be used for the storage of oats. The Minneapolis company's grain storage warehouse here is at present filled to capacity. The tanks holds 400 carloads of 800,000 bus. Adolf Swenson, who has been located at the Green Bay elvtr. for this company, is supervising the unloading of arriving shipments. The lease runs to May 1, with renewal privileges.

The GRAIN DEALERS JOURNAL.

Grain Carriers

Ft. William, Ont.—A heavy gale over Thanksgiving day caused 9 grain boats and 4 freighters to be overdue at their destinations.

Montreal, Que.—The last ocean bound ships left Montreal on the morning of Dec. 3 and ocean navigation from this port is now closed for the season.

Part of a cargo of grain carried by the Steamer *Trevisa*, bound for Montreal, was damaged when the vessel sprang a leak and sank off Doran's Island. The boat was later released.

The close of lake navigation on Dec. 12 will find over 20,000,000 bus. of all grains loaded for Buffalo and eastern lake ports, according to estimates of Winnipeg vessel brokers.

Grain and grain products were loaded into 59,697 cars during the week ended Nov. 22. This was an increase of 4,384 cars over the previous week and 7,615 cars over the corresponding week of 1923.

Navigation thru the St. Mary's falls canal locks, near Sault Ste. Marie, Mich., will formally close on Dec. 18, according to the latest announcement. A previous decision called for closing the last lock on Dec. 14.

Lowering of freight rates on agricultural products is proposed in a resolution which senators have agreed to adopt, instructing the Interstate Commerce Commission to consider such a move, announces Senator Capper.

Increased freight and passenger rates or permission to discontinue service is relief sought by 525 "short line" railroads operating thruout the western territory, who claim to have operated at a loss of \$7,000,000 annually.

Refusal to grant transit on grain at Jackson, Miss., is not unreasonable, finds Examiner J. O. Cassidy, advising the Commission to dismiss complaint, No. 15273, by the Jackson Traffic Bureau, against the Gulf, Mobile & Northern.

A sharp rise in carrying charges of vessels has resulted from the rush to ship grain before the lake season closes. Cargoes are being placed at over 7 cents per bu. compared with 3 cents a few weeks ago. Movement is expected to cease about Dec. 12.

Increases in grain and grain products rates between producing territory and the southeastern quarter of the United States proposed by Western railroads to become effective Dec. 1, have been suspended by the Interstate Commerce Commission until Mar. 31.

The Illinois Central and certain other roads are considering giving wheat shipped from Omaha to New Orleans, transit privileges at Chicago, thus materially increasing the handling facilities for grain by adding a comparatively small distance to the present route.

Ft. William, Ont.—Thirteen grain boats left Canadian ports with 3,755,000 bus. of grain on Dec. 3. Of these 9 were going to Buffalo, N. Y. It is expected this port will have sufficient tonnage to send out 20,000,000 bus. more before insurance expires, midnight of Dec. 12. Insurance rates were increased at midnight on the 5th and another increase was made on the 9th.

Introduction of a bill to reduce the interest on governmental loans to railroads from 6% to 4½%, during the present short session of Congress is being discussed in Washington. Interstate commerce commissioners say the treasury might support such action, but treasury officials, while admitting cognizance of the discussion, say the department will take no initiative in bringing such a bill before Congress.

Suspension until Mar. 31 of the railroads tariffs proposing to readjust rates on grain and grain products from country stations west of the Missouri river to the Mississippi Valley, has been ordered by the Interstate Commerce Commission. The tariffs were scheduled to become effective Dec. 1.

Port Colborne, Ont.—Boats arriving here with grain have been refused permission to unload at the Government Elevator unless immediate transhipment of the grain is guaranteed. All the space in the elevator has been contracted for winter storage of grain which will arrive before the close of the navigation season.

Washington, D. C.—Notice has been given eastern railroads and shippers that the Interstate Commerce Commission will begin hearings on the reasonableness of present class rates, in the territory east of the Indiana-Illinois state line and north of the Ohio and Potomac rivers, on Feb. 4, the first session to be held here.

Grain rates from Kansas City to Helena, Ark., will be revised by the Missouri Pacific in accordance with a modified finding by the Interstate Commerce Commission in No. 14159, so that the preference for Memphis complained of by the Helena Traffic Bureau will be removed, on grain from Iowa, Nebraska and Missouri.

A wage increase of practically 5% has been awarded approximately 15,000 engineers and firemen on 45 western railroads, thru a recent decision of the Railroad Labor Board, which also ordered revision of certain working rules, revising some of them contrary to the wishes of the workers. The carriers have until Dec. 15 and the unions until Jan. 1, to accept or reject the terms.

Daily freight car shortage for the period ending Nov. 23 averaged 82 box cars, 112 coal cars, 244 all freight cars. The surplus serviceable equipment for the same period was 57,274 box cars, 84,367 coal cars, and 166,101 all freight cars. The total number of locomotives waiting for repairs on Nov. 15 was 11,637. Total all freight cars awaiting repairs on the same date was 185,307.

The petition of the Missouri Pacific and other southwestern carriers, for modification of an order issued by the Interstate Commerce Commission regarding rates on grain and grain products moving on the west side route of the applicants' lines in Kansas to other midwestern points when the rates are based on Kansas City, Mo., combinations, to Helena, Ark., has received the approval of the Commission.

Removal of all restrictions on shipment of grain to Vancouver has been announced by the Canadian Pacific Ry. Grain is accepted freely and the movement is fast enough to keep all the vessels arriving at the port busy. Opening of the new government elevator No. 2 has offered new facilities and additional capacity will be available this month when the new 2,000,000-bu. Spillers elevator is opened.

Alleging they were operating at a loss on the present rates and that a reduction would cause further hardships, virtually all railroad lines in the western, mountain-Pacific and southern groups have combined in filing a suit attacking an order of the Interstate Commerce Commission which would reduce express rates on Jan. 1, against the government and the American Railway Express Co. The railroads number 53.

The Kansas City Southern railroad has announced that it will attempt to reduce rates on wheat and corn from Kansas City to gulf ports for export, so as to compete with the Mississippi barge lines. It will ask that wheat rates be reduced to 28½ cents a hundred pounds and coarse grain rates to 27 cents. The proposed reduction has already been filed with the Interstate Commerce Commission and, if accepted, will become effective about Jan. 10.

Railroad consolidation, as agreed upon by the carriers themselves, is authorized by a bill introduced in Congress by Chairman Samuel E. Winslow of the Interstate Commerce Com'te on Dec. 9. It offers the carriers a 5-year period in which to form voluntary consolidations, after which the Interstate Commerce Commission will report to Congress suggestions for a method of compulsory consolidation.

Superior, Wis.—In a last hour rush to move cargoes before the time limit on regular insurance rates expired, 20 grain laden vessels left the Superior-Duluth harbor Nov. 30. The regular insurance rate was discontinued at midnight of that date and increased the rate until Dec. 8 with an extension of time until Dec. 12. Shipment on Nov. 30 exceeded 4,000,000 bus., which is believed to be the largest single day shipment made this season. Several vessels were unable to get under way at midnight due to the overcrowded condition of the elevators.

The Northern Pacific, Great Northern and Soo Line railways' embargo against shipments of grain and seeds, consigned to Minneapolis, St. Paul and Duluth, in order to avoid congestion of terminals, was lifted on Nov. 30, following the recommendation of the Northwest Regional Advisory Board. The Joint Terminal Grain Com'te expresses its appreciation to the trade for the co-operation received in carrying out the embargo. Recommendation that cars consigned to hold at sampling points be reduced to a minimum, is made by the latter body.

Preparation of a bill to transfer the sole responsibility for operation of the government fleet to the Fleet Corporation, as recommended in the President's message to Congress, will soon be under way, according to Senator Jones, chairman of the Senate Com'te on Commerce. He adds that "the operation of the fleet now owned by the government should be in the hands of the Fleet Corporation and separated from the Shipping Board. Such legislation is expected to provide for the appointment of the head of the Fleet Corporation by the President."

Little general rail legislation will be effected by Congress during its short session, declared representative Homer Hoch, Kansas, upon his return to Washington, adding that he expects his own bill, directing the Interstate Commerce Commission, to proceed with a readjustment of railway rates, will likely be passed before the close of the session, as it has already passed the House. "Scientific re-adjustment of railway rates is just as important to the Missouri Valley today as it was before increased prices for wheat and corn brought prosperity to that section," he said.

Official Restraint.

By refusing to reopen a case at Kansas City the federal court has virtually decided that the Packers and Stockyards Administration may not absolutely define what is unfair trade practice, discrimination or conspiracy in restraint of trade and then enforce its own definitions. Such charges must be proved in court and may not be determined by any official or bureau. The wisdom of such a ruling is apparent when we look over the record made by the Federal Trade Commission. It has decided, after lengthy hearings in several notable cases, that certain firms or corporations were guilty of unfair trade practice and has issued orders to "cease and desist." Yet in a majority of the cases which have been reviewed by the courts, the Commission's decision has been reversed. This shows the injustice which might arise if any bureau or commission had power to define such matters and to issue orders in consonance with its definitions.—*National Stockman and Farmer*.

International Hay and Grain Show Draws Great Interest.

The exhibition of thousands of samples of corn, small grain, small seed, and hay, entered in the International Grain and Hay Show, held in conjunction with the International Live Stock Exposition, at the Union Stock Yards, Chicago, during the week ending Dec. 6, drew great crowds of people. Many entries from foreign countries, as well as from practically every state in the Union and from Canada were included in the exhibits.

This year there was a slight decrease in the total number of corn samples, due to the unfavorable season thruout the corn belt. Exhibits of small grains and small seeds showed an increase.

The corn single ear sweepstakes was won by Geo. L. Kerlin, Franklin, Ind., with a sample of white. Reserve second best, yellow, was won by Harve Ruth, Astoria, Ill. Frank W. Lux, Shelbyville, Ind., was the junior corn champion in both Champion yellow and reserve white. In the grand champion 10 ears of corn, champion white was taken by R. D. Heilman, Hope, Ind., and reserve yellow, by J. E. Mummert, Astoria, Ill.

Regional sweepstakes on corn were won as follows: Region 1, color white, John Henderson, Cokato, Minn.; region 2, color white, B. R. Cohoe, S. Woodslee, Ont.; region 3, color yellow, N. H. Krizer, Rose Hill, Ia.; region 4, color yellow, J. E. Mummert, Astoria, Ill.; region 5, color white, S. G. Rogers, Gainsboro, Tenn.; region 6, color yellow, Ben Jones, Atwood, Colo.; region 7, color yellow, Geo. M. Kirkpatrick, Wingate, Ind.; region 8, color white, R. L. Heilman, Hope, Ind.

Regional premiums were also offered and won in exhibits of 10 ears of white and 10 ears of yellow dent corn; also single ears and junior corn, both yellow and white. Indiana produced the corn champions of the year. Second highest honors went to Illinois.

Sweepstakes in wheat, oats, barley and soy beans were distributed as follows: Wheat, best, J. C. Mitchell, Dahinda, Sask., with Marquist testing 64.3 lbs.; reserve, C. Edson Smith, Corvallis, Mont., with Montana No. 36 testing 64.2 lbs.

Oats, best, L. E. Peterson, Victor, Mont., with Victory White testing 45 lbs.; reserve, Richard Kleinsmith, Onalaska, Wis., with Swedish Select testing 45.1 lbs.

Amber durum wheat, best, P. M. King, Landia, N. D., testing 64.4 lbs.; reserve, Carl Nordhougen, Leeds, N. D., testing 65.2 lbs.

Rye, best, Geo. & L. G. Hutzler, South Manistou, Mich., with Rosen testing 57.4 lbs.; reserve, L. H. Laylin, Mason, Mich., with Rosen testing 58 lbs.

Barley, best, C. Edson Smith, Corvallis, Mont., with Two-Row testing 52 lbs.; reserve, Ed. Moser, Aberdeen, Ida., with Tre-Bi testing 52 lbs.

Soy beans, best, Chester R. Boland, Paris, Ill., with Manchu; reserve, J. A. Wilk, Alma, Mich., with Manchu.

The Chicago Board of Trade awarded premiums, in each class of each grain, ranging from \$5 to \$25, the total of all prizes amounting to \$10,000. Special ribbons and trophies were also awarded by the Chicago Board of Trade, the Grain Dealers National Ass'n, National Macaroni Manufacturing Co., and the National Hay Ass'n, for sweepstakes and best samples of various grains.

Other prizes were offered by various Canadian organizations, among which were the Winnipeg Grain Exchange and the Calgary and Edmonton Boards of Trade.

For the first time in the history of the International Hay and Grain Show Indian corn was exhibited by Indians, Joseph and Charles Payer, full blooded Winnebago Indians, being the exhibitors. Their farm consists of land held in trust by the United States government near Emerson, Neb.

Among the factors which drew great crowds to the show was the presence of President Coolidge on Thursday, Dec. 4. In a speech during his visit the President enumerated steps taken by the government to aid farmers and stockraisers—loans by the War Finance Corp., seed loans to farmers of the Northwest, establishment of intermediate credit banks, organization of the Agricultural Credit Co., the protection of the existing tariff law, good roads, etc. From it we take these statements:

Looking to the future, the government must aid generously in developing a national agricultural policy on broadly constructive lines.

We must help the farmer to reduce his taxes, broaden his foreign market and keep freight rates as low as possible while keeping the railroad efficient.

This should be supplemented by the development of navigation in the Mississippi Valley.

Over \$500,000,000 have been placed at the service of agriculture through the War Finance Corporation.

Three and one-half million dollars have been loaned in the Northwest to buy seed. The intermediate credit banks have been established, assuring the farmer cheap working capital. As President, I initiated an Agricultural Credit Company with \$10,000,000 capital for relief of farmers and banks in the Northwest.

A drought loan was provided when needed. Government control of packers and stock yards, a sound information trade service and needed increases in tariff protection have all been granted.

Agricultural colleges and experiment stations of Indiana, South Dakota, Michigan, Nebraska, Wisconsin, Illinois, Kentucky, Iowa, Idaho, Montana, and Saskatchewan displayed educational exhibits advocating some form of agricultural progress which is being followed in each state. One exhibit showed the effects of common barberry, which fosters black stem rust, the worst enemy of spring wheat, on nearby fields of grain and advocated the destruction of barberry bushes.

At the entrance to the grain and hay show the Chicago Board of Trade had erected a triple arch and covered it completely in a fitting design with ears of corn split in half. Every kind of corn was used in the arches, yellow dent predominating, white dent being used to fill in the design and red corn being used for the roof.

Thirteen hundred boys and girls, belonging to boys' and girls' clubs from all over the country, a large proportion of them exhibitors and participants in the International Grain & Hay Show and the International Live Stock Exposition, visited the Chicago Board of Trade during their stay in Chicago, and learned how grain is marketed in the country's grain terminals.

The International Crop Improvement Ass'n held its meeting in conjunction with the International Grain and Hay show, on Dec. 1 and 2. This ass'n is made up of the various state crop improvement and growers' ass'ns and 21 states and Canada were represented at this meeting by a total of about 75 agricultural college workers, crop improvement men and seedsmen.

The principal meeting was held at the Atlantic Hotel, Dec. 1, at 7 p. m., when members and guests assembled for dinner. After dinner Pres. L. H. Newman called the meeting to order. A number of fine speeches were made on important questions regarding the improvement of crops.

Officers elected for the ensuing year were: L. H. Newman, Ottawa, Canada, pres.; H. R. Sumner, Manhattan, Kan., vice-pres.; and J. C. Hackleman, Urbana, Ill., sec'y-treas.

Members Bankrupt Pool Get 7%.

Great Falls, Mont.—The distribution of a second dividend of 7% to the 425 farmer stockholders of the bankrupt Montana Grain Growers, a \$500,000 corp., has been authorized by the court. This payment makes a total of 17% which has been distributed and expectations indicate that the business will be closed within the next 18 months, with a return of 35% in dividends to the creditors.

Confirmation Blanks

Simple - Complete - Safe

If you would avoid trade disputes and differences, and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and retains the other.

This places the entire burden for any misunderstanding of your intention upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order Form No. 6 CB, Price 90 Cts.

Grain Dealers Journal

309 S. La Salle Street, Chicago, Ill.

Do Not Take Chances

on verbal contracts for future delivery of the grain you are now purchasing. Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure. Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase.

They certify the Farmer "has sold bushels of at cents per bushel, to grade No., to be delivered at on or before". They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound with 3 sheets of carbon. Order FORM 10 DC, Price \$1.15.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

Supply Trade

Don't be satisfied to wait for the pendulum to swing back. Speed it up with advertising.—Class.

Minneapolis, Minn.—We have had a splendid business during the past season; we have sold three times as many cleaners as we have sold in any former year.—C. T. Thorbus, pres., Richardson Grain Separator Co.

Toronto, Ont.—The Strong-Scott Mfg. Co., Ltd., has completed arrangements for its new branch in this city and will shortly announce the event. Premises have been secured and the necessary details are being completed.

Minneapolis, Minn.—Richard Hoppin who has represented Allis-Chalmers Mfg. Co. in this city for the past year, died Nov. 21. Mr. Hoppin had been in the employ of Allis-Chalmers Mfg. Co. for the past 40 years, most of the time at Milwaukee.

Henry Ford, whose cars receive more free advertising in the press than all other cars together, spends \$6,000,000 a year for paid advertising. There is a lesson in this for business men who think advertising unnecessary for a well known business.

Chicago, Ill.—The Weiler Mfg. Co. has acquired the Tillotson Co. foundry which is adjacent to its present plant. This acquisition will add greatly to the company's manufacturing facilities, allowing for prompter delivery of equipment, especially on special work.

Philadelphia, Pa.—Foote Bros. Gear & Machine Co. have recently completed arrangements with Chas. Bond & Co., for the distribution of their IXL Gear Products and Speed Reducers in Eastern Pennsylvania and Maryland, the State of Delaware and all of New Jersey south of Mercer County.

Bloomington, Ill.—Upon petition of a number of creditors representing a large part of the indebtedness the District Court appointed E. A. Donnelly receiver of the B. S. Constant Mfg. Co., with directions to operate the company as a going concern until it can be sold in that way at the trustee's sale. This is done upon the theory that the business ought to bring more money on the market as a going concern than if it was junked.

Kansas City, Mo.—The new elevator erected by The Ralston-Purina Co., is equipped throughout with "Ehrsam" Roller and Ball Bearing Conveying Equipment. And the steel trippers for discharging from these conveyors are provided with ball bearings. It is assumed the use of roller and ball bearings in connection with conveying equipment will materially reduce the power consumption; make a big saving in labor by eliminating the necessity of frequent greasing; and will require less replacements. This equipment was all installed by the J. B. Ehrsam & Sons Mfg. Co., who have been supplying mill and elevator equipment to the industry since 1872. This installation consisted of several hundred feet of 42" belt conveyor with troughing and carrier rolls, head and tail drums, takeups, etc., as well as trippers. On the troughing and carrier roll stands, Timken Roller Bearings were used throughout and on the trippers and takeups, the Fafnir Ball Bearings. All bearings on the conveyor stands and on the concentrator pulleys were equipped with alemite attachments for lubricating. In addition to the belt conveyor equipment, also supplied them with several carloads of spiral steel conveyor together with the housings or conveyor boxes, as well as the new design conveyor countershaft box ends of the enclosed type, and also with other steel plate work such as distributing spouts, Mayo spouts, etc.

Link-Belt's New Warehouse at Detroit.

Owing to the greatly increased demand for Link-Belt products and close range service, the Link-Belt Co. has erected a new warehouse and office building at 5938 Linsdale avenue. The building recently being completed, the Detroit branch has moved to its new home, from the former quarters on Woodward avenue.

The new structure is two stories and houses not only the general office for the Detroit branch, but a large warehouse where standard Link-Belt and H. W. Caldwell & Son Co., products are kept in readiness for immediate shipment. This stock includes the various types of chains for elevating, conveying and power transmission purposes, sprockets, clutches, malleable iron elevator buckets, etc.

Conference of Fairbanks Morse Executives and Sales Managers.

New products, sales plans and production methods of Fairbanks, Morse & Co. were studied during the course of a sales convention and inspection trip of the twenty-eight branch managers, and factory and general office executives, which was held the week of Dec. 1st. The conference was called at the executive offices in Chicago and the party of fifty-two proceeded by special cars to the Electrical Machinery plant at Indianapolis, the Pump Factory at Three Rivers, Mich., and the Engine Plant at Beloit, Wis.

In reviewing the history and future plans of the organization, Mr. W. S. Hovey, Vice-Pres. and General Manager, stated that the outlook for 1925 is considerably better than it was at the beginning of 1924. He pointed out that improved agricultural conditions in all parts of the country and especially in the southern states has been a big factor in this improvement. Mr. Hovey related the organization growth of Fairbanks, Morse & Co. since the date of establishment in 1866 and discussed the various steps leading to the consolidation of the five factories with the sales houses into one unified organization.

Demand for greater accuracy and refinements in scales has changed the manufacturing process from one of foundry practice to machine shop methods, according to Mr. A. E. Ashcraft, General Manager of the St. Johnsbury, Vt., scale plant. He then showed how the Fairbanks-Morse Scale Plants were meeting the requirements of the field. Plate fulcrums instead of knife edges for track scales, machined pivots and stands, and the development of new dial and beam types were some of the instances mentioned.

Mr. F. V. Roy, Sales Manager for the Scale Division, discussed the development of new markets, new types of scales and the methods of sales approach to increase volume.

At Indianapolis the party had an opportunity to see the production methods used in turning out electrical machinery. Mr. A. W. Thompson, General Manager of the plant, reviewed the contributions which the Fairbanks-Morse organization have made to the art and cited the cast-on end-ring construction for squirrel cage motors and the production of ball bearing motors as two of the most important. That the ball bearing motor has been a contribution appreciated by industry is shown by the fact that 75% of the motors now produced are equipped with ball bearings.

Plans of the electrical sales organization in meeting the requirements of the field were discussed by Mr. L. J. Osborn, General Sales Manager of this division.

At Three Rivers, Mich., one of the features of greatest interest was new hydraulic testing department. One of the pumps seen in operation was a 36 inch, 40,000 gallons per minute centrifugal unit built for direct connection to a 300 H.P. type "Y" Diesel engine built at the Beloit Works. The particular pump on test developed an efficiency of 87 per cent. It will be installed for reclamation service in the Southwest.

The Beloit Works: Production methods at this plant have been greatly revised and Mr. W. C. Heath, General Manager of the plant, pointed out that the conveyor system of assembly is probably carried out with greater refinement than any factory in the country. Not only are the farm light plants, pumping plants, windmills, feed grinders, and other dealer lines completely assembled, while suspended from a moving conveyor, but all stores supplies are moved in on supplementary conveyors which are timed to deliver the parts as needed in the assembly. One of the noticeable features at the plant is the complete absence of trucking.

An important development, which was announced, is the Vertical Diesel engine for marine and stationary service in ratings from 36 to 300 horsepower. This engine is similar in design to the line of Type "Y" and "CO" engines which were formerly built, except that many refinements have been made and the engines start without the aid of auxiliary ignition devices.

Although Fairbanks, Morse & Co. has installed over 700,000 h.p. in oil engines during the past twelve years, the potential market has

barely been scratched according to Mr. J. D. Harper, General Manager of Oil Engine Sales.

When the test floor was inspected, thirteen of the branch managers, each started up a Type "Y" Diesel engine on signal. That all of the engines were in full operation in 15 seconds shows the strides which have been made in oil engine development.

New Orleans Grain Capacity Increased.

Greatly increased grain handling efficiency is expected of the port of New Orleans since the Illinois Central R. R. has agreed to operate its Stuyvesant docks elevator D for the account of the Board of Commissioners of the port. The Texas & Pacific Ry. came to such terms recently and the Illinois Central decision closely follows it.

Most of the grain destined to New Orleans for export has been assigned to the Public Grain Elevator and the capacity of this 2,600,000-bus. building has been heavily taxed by the task of clearing the millions of tons of grain arriving via rail and barge. The Dock Board has been unable to meet the demands of millers.

The decisions of the Texas & Pacific and the Illinois Central releases elevators with over 3,000,000 bus. capacity to aid in the clearing of grain for export.

Senator Sterling, of South Dakota, chairman of the postoffice com'ite, is bringing a bill before Congress providing for raising the pay of postal employees by a total of about \$68,000,000 and raising this extra revenue by increasing postal rates.

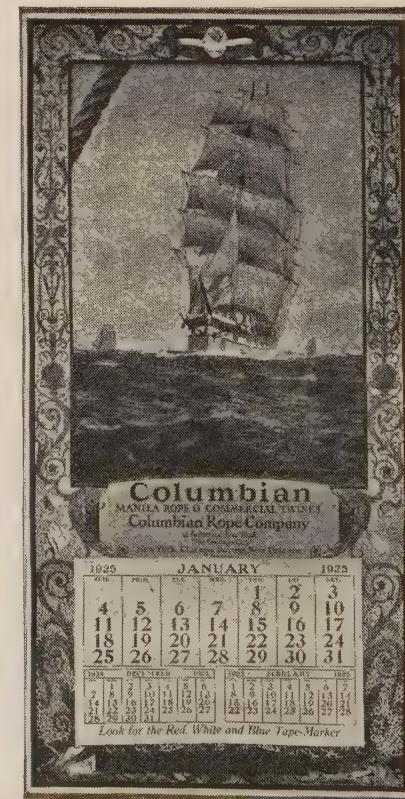
The Columbian Calendar for 1925.

In accordance with the usual practice of issuing a beautiful marine calendar each year, the Columbian Rope Co. is now sending out its calendar for 1925.

This calendar, as per the usual Columbian custom, features a fine square-rigged ship of the clipper design. The original painting from which the reproduction was made is by Charles R. Patterson, one of the foremost marine painters of the present day.

The calendar measures 16 $\frac{1}{2}$ " wide by 33" long and has a large date pad showing three months at a glance.

All persons who are on the mailing list of "The Columbian Crew," a publication issued monthly by the Columbian Rope Co., will receive a copy of this calendar before Jan. 1, 1925, but all persons who buy, sell or use Cordage may procure a copy of this calendar by writing direct to the Advertising Department of the Columbian Rope Co. at Auburn, N. Y. These calendars will be sent out until the supply is exhausted.



Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'sn the carriers have made the following changes in rates:

C. & A. supplement No. 2 to tariff No. 1661-F, I. C. C. No. A-1617, effective Dec. 10, gives the application of Rule 77 at intermediate points shown in the tariff.

C. B. & Q. supplement No. 15 to tariff G. F. O. No. 1346-I, Ill. C. C. No. 1023, effective Dec. 23, increases the rate on grain between Castleton and Peoria from 7 to 7½ cents.

A. T. & S. F. supplement No. 16 to tariff No. 5655-A-2, I. C. C. No. 9367, effective Dec. 24, eliminates the M. K. T. and the M. K. T. of Texas from the list of participating carriers in that tariff.

A. T. & S. F. supplement No. 5 to tariff No. 13408, I. C. C. No. 9339, effective Dec. 31, makes reductions in the rates on wheat, wheat flour, corn and corn flour moving from certain Kansas stations to groups 1, 2, 3, 4, and 5.

C. & A. supplement No. 15 to tariff No. 2-1, I. C. C. No. A-1676, effective Dec. 15, shows switching and other terminal charges and rules governing absorption of switching, drayage and transfer charges applying at stations on the C. & A.

C. & A. supplement No. 6 to tariff No. 28-E, I. C. C. No. A-1732, effective Dec. 9, states that unless otherwise specifically provided, Alton, Ill., will be considered as intermediate to East St. Louis, on traffic moving from, to, or thru Godfrey, Ill.

C. & A. supplement No. 2 to tariff No. 1620-F, I. C. C. No. A-1625, effective Dec. 15, makes several reductions in rates applying on articles aking wheat, barley, corn, flour, oats and rye rates, from certain Illinois points and St. Louis, Mo., to Fordson and Minneapolis, Minn.

E. B. Boyd, supplement No. 24 to Circular No. 1-R, I. C. C. No. A-1444, Western Trunk Lines Rules, Regulations and Exceptions to classifications, effective Jan. 1, gives Minnesota intrastate traffic Class E rates on fertilizer carloads of a minimum weight of 30,000 lbs.

C. & E. I. supplement No. 5 to tariff No. 60, I. C. C. No. 144, effective Dec. 15, provides that arloads of wheat may be milled in transit at Sullivan, Ind., under the same rule as provided for milling in transit at Carlisle, Ind., and mends Rule No. 1 to include mash, spent grain, dried.

C. M. & St. P. supplement No. 25 to tariff No. 2463-H, I. C. C. B-4862, effective Dec. 24, gives thru rates on coarse grain, corn, rye, oats, barley, and articles taking same rates, from stations on the C. M. & St. P. in North and South Dakota, except west of Mobridge, S. D., to Manitowoc, Wis., and intermediate stations via Milwaukee and the C. & N. W. established on the same basis as to Milwaukee.

C. & A. tariff No. 1609-G, I. C. C. No. A-1769, which cancels tariff No. 1609-F, effective Dec. 5, gives local, joint and proportional rates applying on grain, grain products, seed, hay and straw in carloads, between Chicago, Peoria, Ill., and St. Louis, Mo., and points taking same rates, also Rondout and Waukegan, Ill., and stations in Missouri on the C. & A., also Hannibal, Mo.

C. R. I. & P. supplement No. 13 to tariff No. 829-F, I. C. C. No. C-11214, effective Dec. 22, reduces the rates on flax seed, wheat, wheat flour, and corn from Groups C and D to Ottendorf, Iowa, Pleasant Valley, Tile Works, Le Claire, Quarry, Princeton, Shaffton, Laramie, Ia., and between the latter named stations and Groups A and B, also permits quoting instructions between all stations on the C. St. P. & S. S. M. and the N. P., and on all points of origin and destination, to include Minneapolis and St. Paul, Minn.

A. T. & S. F. supplement No. 13 to tariff No. 02-H, I. C. C. No. 9566, effective Dec. 31, changes the name of the Salina Northern Railroad to the Atchison, Topeka & Santa Fe Railway and reduces the rates applicable on carloads of broom corn, broom corn seed, flax seed, hemp seed, Hungarian seed, millet seed, castor beans and pop corn, from Philbar, Kan., to Sibley, Kan., and from Geuda Springs, Kan., Hawk, Kan. It also reduces the rates on carloads of broom corn moving from Oklahoma

City to New York City to 68c; to Philadelphia, 70c; to Boston, 66½c; to Baltimore, 66c; to Albany, 72½c; and to Buffalo, 75c. Certain other reductions and increases are made.

Reparations Awarded.

The refusal of the Central New England Railway and other carriers to establish joint rates on grain and grain products from the West and South via Bangor, Pa., to trunk line and New England territories over thru routes, giving milling in transit privileges at Bangor, was found contrary to the public interest and unreasonable by the Interstate Commerce Commission in docket No. 13919, Flory Milling Co. v. Central New England Railway, et al.

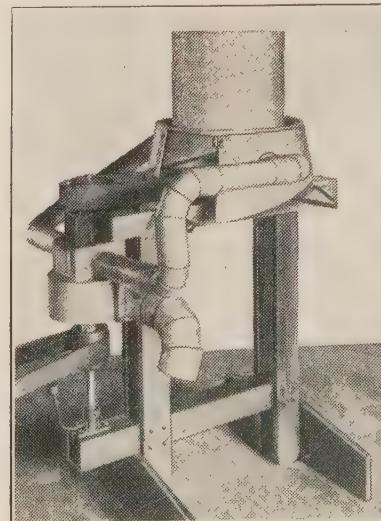
Applicable rates on wheat, in carloads, shipped from various points in Kansas and Colorado to Atchison, Fort Leavenworth, and Leavenworth, Kan., and to St. Joseph, Mo., and milled in transit at Kansas City, were found unreasonable and unduly prejudicial by the Interstate Commerce Commission in docket No. 15537, Rodney Milling Co. v. Missouri Pacific Railroad. Reasonable rates were prescribed for the future and reparation awarded on past shipments. Waiver of undercharges were authorized.

The aggregate of line-haul rates and port switching charges at Galveston, Tex., on export wheat and other grains taking the same rates, in carloads, from points in Missouri, Iowa, Minnesota, Nebraska, Kansas, Colorado, and Oklahoma, was found unreasonable by the Interstate Commerce Commission in docket No. 15268, Armour Grain Co., et al v. A. T. & S. F. railway, et al. Reparation was awarded for past shipments. The aggregate of line-haul rates and trackage charge at Texas City, Tex., on the same commodities from the same territory of origin was also found unreasonable and reparation was awarded.

A New Scarifier.

An entirely new and novel principle is employed in the Expert Huller and Scarifier made by the Cleveland Mfg. Co., which ought to appeal to all seedsmen. Rasps or cutting edges are not employed, but in their stead, metal bowl shaped discs with roughened surfaces are revolved at a speed sufficient to rub out all of the seed without cutting or waste.

Thus a durable and compact machine is designed, provided with a dust collecting spouting, simple in operation, accurate in results at all times, and priced within the reach of every seedsmen. Many of these machines are in use now by reliable seedsmen and the firm will guarantee satisfaction in every way. There is a good field for a machine that is durable and that will get all of the seed and avoid cutting and wasting.



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Supreme Court Decisions

Superiority of Chattel Mortgage on Crop.—As between mortgage of land and mortgage on growing crop, latter is superior to former, and superior to any one acquiring title to land from mortgagor.—*Kirby v. First Nat. Bank of Pasco*. Supreme Court of Washington. 229 Pac. 305.

Brokers.—Under Business Law, § 379, brokers may charge greater rate of interest than 6 per cent on customer's debit balance, which they may require customer to repay at any time, or on advances made on collateral security; section 371 not being applicable.—*Robinson v. Miller et al.* Supreme Court of New York. 206 N. Y. S. 248.

Obtaining Credit with Forged B/L.—Where bankrupt obtained credit with bank on forged Bs/L and drafts, and on discovery of forgery bank required officers of bankrupt to give their personal notes for amount, burden of showing novation rested on trustee in bankruptcy.—*In re Dahnke-Walker Milling Co.* U. S. District Court, Tennessee. 1 Fed. 2nd 404.

Liability of Manufacturer for Foreign Material in Food.—Canned spinach mixed with glass is dangerous to life, and manufacturer is liable to third persons, not direct purchasers from it, for injuries received in eating it, if manufacturer was negligent in its preparation.—*Richenbacher v. California Packing Corporation*. Supreme Judicial Court of Massachusetts. 145 N. E. 281.

Buyer Must Give Notice of Breach of Warranty Within a Reasonable Time.—If, after acceptance of goods, buyer fails to give notice to seller of breach of any promise or warranty within reasonable time after he knows, or ought to know, of breach, seller is not liable therefor, under Personal Property Law, § 130.—*Schitser v. Lang et al.* Court of Appeals of New York. 145 N. E. 65.

Bank Liable on Forged B/L.—Where a bank receives from a party a draft with a B/L attached, and the bank gives the party credit for the amount, and then indorses the bill, and sends through his usual channel to the party on whom it is drawn, and the same is paid, and the bill proves to be a forgery, said bank is liable to the person paying same for the amount paid by him.—*First Nat. Bank of Heavener v. Kempner et al.* Supreme Court of Oklahoma. 229 Pac. 840.

Ship Charter.—Shipowner is bound to send ship to loading port, even if it is obvious that she cannot arrive there before cancellation date, and charterer cannot be compelled to say how he will exercise option until such date. Charter party, merely giving charterer right of cancellation on failure of vessel to reach loading port on or before certain date, does not entitle charterer, in addition to cancellation, to recover damages.—*Sanday et al. v. United States Shipping Board Emergency Fleet Corporation*. U. S. District Court, New York. 1 Fed. 2nd 390.

Bank Must Hold B/L Until Draft Is Paid.—Where a time draft attached to shipper's order B/L is left with a bank for collection, bank must hold B/L until draft is paid, as security for payment of draft as cash transaction. Where bank, with which shipper left for collection time draft attached to shipper's order B/L, indorsed in blank detached B/L and sent it to buyer of shipment without attempting to secure payment of draft, held that, on failure of buyer to pay, bank could not recover from shipper amount advanced on draft.—*Citizens' Bank & Trust Co. v. Everest Shingle Co.* Supreme Court of Washington. 229 Pac. 743.

Conditional Sale Contract of Roller Mill.—Contract for installation of roller mill, which described property only as being "located at Erie, Pa., on land owned by the licensee," held to insufficiently describe property to satisfy Conditional Sales Act Pa. § 4 (Pa. St. 1920, § 19730), so that, though recorded, it could not be asserted against creditors of bankrupt purchaser.—*In re Jacob F. Thaler & Co. U. S. District Court, Pennsylvania*. 1 Fed. 2nd 461.

Seller May Ship from Any Point of Origin.—Where contract for sale of commodity was silent as to point of origin of shipment, parties might show by parol testimony general custom incident to particular business in which they were engaged, and, if usage was general in that business, so that both parties to contract had knowledge of it, it became part of contract.—*Sunny South Grain Co. v. National Feed Co.* Court of Appeals of Alabama. 101 South. 542.

Proving Condition of Oats When Loaded.—Evidence of the condition of a shipment of oats upon arrival at the point of destination is admissible to show the condition of the oats when loaded, where there is evidence tending to show either an absence of anything that would naturally result in a change in such condition or tending to explain any change that has occurred.—*Intermountain Farmers' Equity et al. v. Norris*. Supreme Court of Idaho. 229 Pac. 745.

Proceeds of Depositor's Wheat Not a Trust Fund.—Placing wheat in an elevator by the grower under a stipulation that "he should have the right to sell, or to withdraw the said wheat, or wheat of like grade and quality," does not constitute a bailment thereof, and the money arising from a sale of the wheat by the elevator company does not constitute a trust fund in the hands of the company.—*Morse v. La Crosse Milling, Grain & Ice Co. et al.* Supreme Court of Kansas. 229 Pac. 366.

Exchange Committee Can Set Price of Defaulted Contract.—In action against mercantile exchange by corporation, which sold eggs "short" on the exchange, and was unable to deliver, evidence held to sustain determination of clearing house committee as to "actual value" of the eggs under rules of the exchange, giving committee right to decide actual value.—*Lewis Mears Co. v. Chicago Mercantile Exch. et al.* U. S. Circuit Court of Appeals. 1 Fed. 2nd. 281.

Future Delivery Contract Enforceable.—Where a petition states that a contract of sale for future delivery of cotton was made in accordance with the rules of any Board of Trade or Exchange, where such contracts of sale are executed, and was actually executed on the floor of such Board of Trade or Exchange and performed or discharged according to the rules thereof and was placed by, with, or through a regular member in good standing, of the Cotton Exchange or Board of Trade, organized under the laws of the state of Oklahoma or any other state, it alleges a valid and enforceable contract in the courts of this state, if such contract is further shown to conform with requirements of clauses 1 and 2 of the Session Laws of Oklahoma of 1917, c. 97, and that such contract was made subject to the provisions of the United States Cotton Futures Act, approved August 11, 1916 (U. S. Comp. St. §§ 6309a-6309v). *Avery v. Goodrich et al.* Supreme Court of Oklahoma. 229 Pac. 577.

Railroad Claims Collected

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Feedstuffs

Chester, Ark.—Rankin & Shepherd are erecting a feed mill here.

St. Paul, Minn.—"Du-Mor" is the trademark No. 200,214, filed by the Molasses Feed Co. for stockfood.

Buffalo, N. Y.—Callanan Bros., wholesale feed dealers, have retired from the trade after several years in this city.

Kearney, Neb.—The Kearney Molasses Feed Co., a new incorporation, has taken over the Kearney Alfalfa Mill and will soon have it in operation.

Springfield, Ill.—The Peerless Mill & Elevator Co., of which H. A. Liedel is manager, now operates its plant in manufacturing a line of animal and poultry feeds.

Dunkirk, N. Y.—A loss of \$75,000 was suffered when 3 warehouses here, occupied by E. Tederous Co., flour and feed, and a whole sale grocery, were destroyed by fire last month.

McPherson, Kan.—A four story building being erected in connection with the Miller Grain Co.'s elevators by local capitalists for the purpose of engaging in the mixed poultry feed business.

Angola, Ind.—The Angola Flour Mills have completed its new feed plant and an entire new feed-grinding outfit has been installed. New motors were installed and the whole plant electrically driven.

Rice Lake, Wis.—E. Craite formerly owned the mill we now operate but lost it, his bank taking up the mortgage and renting to us. He would like to redeem it.—New Richmond Roller Mill Co.

Cairo, Ill.—The Cairo Oil Mill Co. was recently incorporated with \$10,000 capital by Montjoy, A. M. Hobbs and A. T. Madra. will manufacture and deal in cotton, cotton and flaxseed, other seeds, etc.

Angola, N. Y.—Anthony Giambrone, employee of the Angola Feed Co., was smothered under 2,000 bus. of buckwheat on Nov. 22, when the second story of the plant caved in and he fell with it to the floor below.

Norwalk, Conn.—Fire destroyed a warehouse of the Brower & Malone Feed Co. on Nov. 29. Loss is estimated at \$20,000. Fifteen tons of hay, 5 carloads of feed and 2 motor trucks were burned with the building.

Kansas City, Mo.—Feed jobbers trading sessions, which have been conducted in the Board of Trade Annex shortly before noon each day, have been discontinued, the last session having been held Dec. 29. One of the influences that led to its closing was the reluctance of individual feed dealers to let others in the trade know of their activity in the market.

Cedar Rapids, Ia.—G. D. Simonds, vice president of the Corona Mills Co. and National Oats Co., St. Louis, Mo., and general manager of the Three Minute Cereals Co., at Cedar Rapids, died on Nov. 8, at the early age of 44. He was considered one of the best informed men in the cereal and feed industries and preached the utilization of by-product feeds. His widow, 3 sons and 1 daughter survive him.

Feed Movement in November.

Receipts and shipments of feedstuffs at the various markets during November, compared with November, 1923, were as follows:

	Receipts	Shipments	1924	1923
Baltimore, tons.....	934	1,147		
Chicago, tons.....	12,295	1,419	36,672	40,430
Cincinnati, tons.....	2,670	2,490		
Kansas City, tons.....	8,460	4,080	20,020	20,180
Milwaukee, tons.....	1,603	9,250	7,215	18,780
New York, tons.....	860	446,000		
St. Louis, sacks.....	161,020	144,600	785,870	790,990

Redwood City, Cal.—Fire damaged the feed establishment of J. B. Perry to the extent of \$10,000, destroying 4 carloads of grain which had just been unloaded. No insurance.

Oneonta, N. Y.—The Oneonta Feed & Grain Exchange, Inc., has been organized to deal in feed, flour, hay, grain, etc., with a capital of \$25,000. J. S. Lauren, De Etta P. Lauren, Oneonta, and E. A. Atchison, Stamford, N. Y., are the incorporators.

COLUMBUS, O.—Two trade marks, No. 202,520, consisting of the word "Sacco," and No. 202,523, consisting of "Smiths" in large black letters against which is a white oblong with "Sacco" inscribed in it, have been filed by the Smith Agricultural Chemical Co. for hog feed.

Owensboro, Ky.—A slight fire occurred in one of the grain bins of the Sugarine Co. on Nov. 19. Loss amounted to about \$18,000, largely caused by water, and was covered by insurance. It was not occasioned by dust explosion as was erroneously reported.—The Sugarine Co.

Fort Dodge, Ia.—The Quaker Oats plant, which has been closed since November, 1920, will be re-equipped and immediately put in condition for operation. New milling machinery will be installed and old machinery repaired, according to R. G. Laird, operating manager of the concern, who, with O. C. Kern, chief engineer, and R. J. Hill, a consulting engineer, arrived here on Dec. 1 to inspect the plant.

Melina, Colo.—The Strain Bros. alfalfa meal mill was destroyed by fire which started in the engine room and burned the entire building and the machinery for a total loss of \$60,000. The mill was built by a local stock company but was not a financial success, consequently was sold to Strain Bros. in 1919, who added many thousand dollars in improvements. During the fire there were numerous explosions of distillate and gasoline which were used as fuel for the engine. A quantity of meal and hay was also destroyed, in fact nothing in the mill was left salvagable. The building was constructed of hollow tile.

Springfield, Mo.—In southern Missouri we sold hundreds of cars of corn last year in the shape of whole corn, chops, meal and chicken feed. Farmers in this territory have been buying corn since 1917 for feeding purposes, and freight charges, commissions and profits paid on the crop shipped in made the price high. As a result they consider present prices on the local crop cheap. During the past 40 years the dairy and poultry businesses have developed in this part of the country, until local farmers have to buy a considerable portion of their feed. When I began shipping grain from here the dairy and poultry business was unknown. Now the old hens eat more corn than all the cattle, horses and hogs together ate at that time.—C. Lipscomb, pres. Lipscomb Grain & Seed Co.

Exports of Feedstuffs.

Exports of feedstuffs during October, compared with October, 1923, and for the 10 months ending with October, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	October 1924	1923	10 mos. ending Oct. 1924	1923
Bran and middlings, tons.....	54	83	1,520	1,841
Cocanut cake, lbs.....			1,521,654	1,577,940
Corn cake, lbs.....				15,746
Cottonseed meal, lbs.....	38,661,811	7,297,456	67,340,189	33,428,900
Linseed meal, lbs.....	456,820	229,325	12,870,691	30,034,065
Screenings, lbs.....	1,163,945	212,700	11,482,941	7,112,890
Corn feeds, tons.....	105	87	1,696	617
Other mill feeds, tons.....	2,629	676	8,817	9,417
Sorghum, kafir and milo maize, bus.....	7,204	4,604	56,850	39,656
Prepared feeds, not medicinal, lbs.....				2,407,525
	1,071,972	16,740,124	15,539,152	

Dr. W. H. Strowd has resigned from his position as director and chief chemist of the Division of Feed and Fertilizer Inspection, Wisconsin Department of Agriculture, to become sec'y of the Soft Wheat Millers Ass'n, making its headquarters at Nashville, Tenn., which position he will enter Jan. 1. J. B. McLemore, former sec'y of the Soft Wheat Millers, has resigned to take the presidency of several milling concerns operated by Geo. L. Carter. Mr. Strowd's years of service with the Wisconsin Department of Agriculture gave him an outstanding reputation for ability and fairness among feed control officials and feed interests. In a highly constructive way he acted as chairman of the Executive Com'ite of the Feed Control Officials of the United States, and was elected vice-pres. of that body at its last annual meeting.

Pennsylvania Feedmen Meet.

About 40 members attended the annual meeting of the Northeastern Pennsylvania Feed Dealers Ass'n in the Donovan Hotel, Montrose, Pa., Oct. 21.

The business session and election of officers led to the re-election of J. C. Harrington, of Montrose, to head the Ass'n for another year. Charles Feuerstein is the sec'y.

Rush Lewis, representative of the Dairy-men's League, gave an interesting discussion of the milk situation immediately following the business session.

Raw Material for Vegetable Oils.

Statistics in "Animal and Vegetable Fats and Oils" production, consumption, imports, exports and stocks by quarters for the calendar years 1919 to 1923, bulletin of the Department of Commerce, show that 3,201,723 tons of cottonseed and 160,572 tons of corn germs were among the raw materials used for producing vegetable oils during 1923, cottonseed holding first place.

During the same year 956,868 tons of flaxseed, 44,410 tons of castor beans, and 4,525 tons of soy beans were used for the same purpose.

The demand for these raw materials were so great that considerable quantities had to be imported. Import figures for 1923 are castor beans, 44,270 tons; cottonseed, 34,381; flaxseed, 681,304; soy beans, 1,824; sunflower seed, 2,839 tons.

The import figures for flaxseed show how far behind the United States is in the production of that article.

New York Bean King Dethroned.

Lewis E. Sands, of Albion, N. Y., who disappeared Sept. 10, was found working as a day laborer at Elwood, Fla., and brot back to Albion to stand trial on the charge of grand larceny.

It is alleged he defrauded banks in Boston, New York, Philadelphia, Lockport and Albion out of more than \$500,000.

District Attorney Munson says—"These criminal acts are not a new plan conceived during the last few months, but extend back over a period of more than six years. Over \$1,000,000 is at stake in this case and just punishment should be meted out to those guilty of any crime in connection with the loss of large sums of money by creditors of the Sands Co., through illegal acts of any one connected with that firm."

NEW YORK, N. Y.—A resolution favoring the Department of Transportation's including marine, land and air activities, as well as all means of communication by telegraph, telephone and radio, and extension of the protective tariff system to American shipping by proper legislation, was passed at the last annual meeting of the American Marine Ass'n. The bureaucrats of the P. O. dept. did so want all this supervision or service.

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Patents Granted

1,517,144. Dust Determinator. Frederick Paul Anderson, Lexington, Ky. A constant flow of air is maintained thru a filter medium with means for measuring the pressure of air by difference across the filter medium.

1,516,451. Bag Holder. Daniel McKenzie, Guelph, Canada. Adjustable lengthwise of the standard are upper and lower guide heads, the bag-holding arms being arranged on opposite sides of the standard and fulcrumed at their lower ends on the lower head.

1,516,299. Bag Holder. Edward Kibler, Marissa, Ill., assignor of one-half to John M. Ball, Washington, D. C. The holder comprises a base, spaced uprights carried by the base, and inverted approximately U-shaped resilient holders secured to the inner face of the uprights and tensioned to move toward them.

1,515,964. Grain Door. John A. O'Rourke, Carbon, Alberta, Canada. The top section of the door is provided with arms adapted to pivotally engage with lugs on the car body to swing the section inwardly, the middle and lower sections being hingedly connected to one another, and the middle section having means similar to the arms on the top section and adapted to engage with lugs on the car body whereby said middle and lower sections are adapted to be folded and swung inwardly, means carried by the car roof for supporting the inwardly swung sections, and means on the door jambs adapted to engage with means on the said sections to hold the latter securely in extended position forming the plate door.

1,516,579. Double Corn Crib. Samuel Graver, Plainfield, Ill. The circular crib has interior walls bowed at their intermediate portions to form a passageway. The lower story has walls, with interstices, and the interior walls of the upper story are closed. Above the second story floor are transverse walls having their intermediate portions bowed inwardly toward each other.

1,516,787. Car Seal. Chas. S. Railsback, Colorado Springs, Colo. The combination with a fastening and a locking bolt thereof, of a seal comprising a headed strap-member, a locking member on the bolt, having a passage to receive the strap member, and means to fasten the strap member in the passage, and a movable lid on the fastening adapted to cover the passage.

1,517,788. Grain Drier and Cooler. Philip Little, Jr., Minneapolis, Minn., assignor to Strong-Scott Mfg. Co., Minneapolis. The upper and lower air chambers and drying and cooling rooms with vertical grain passages have means for circulating air thru the rooms and chambers and transversely thru the grain whereby the dust will be removed from the passing grain, and the dust-laden air being conducted to a dust collecting means.

1,516,083. Conveyor Roller. Geo. W. Curtis, Canton, O., assignor to the Timken Roller Bearing Co., Canton. A series of axles are disposed end to end, a conveyor roller on each of said axles, each conveyer roller having a hub portion, conical roller bearings interposed between the ends of said hub portions and the respective axles, thimbles mounted on the opposing ends of said axles, the thimbles of each axle abutting against the thimbles of adjacent axles, the end of each of the thimbles bearing against the inner bearing member of a roller bearing, and means for moving the inner bearing members of the endmost roller bearings along their axles thereby to adjust the endmost roller bearings and the other roller bearings in series.

1,515,776. Grain Separator. Henry K. Ruse, Ellsworth, Minn. A plurality of spirals vertically arranged terminate at their upper ends in equal spaced relation from a common point have a seed hopper disposed above the spirals and an outlet in the bottom thereof, vertically adjustable cap interposed between the hopper and the spirals, and a hopper about the cap.

1,518,031. Pneumatic Separator. Harry H. Wierman, Strasburg Junction, Va. Combined with a rotating drum are a fixed hood and fixed funnel-head closing the ends of said drum, feed supply pipe to said drum thru the head, fan blower having its intake end connected directly to the head and means for controlling the opening thru the intake end, a discharge pipe from the blower, a dust collector at the end of the discharge pipe, and an air supply pipe connecting the collector with the hood.

1,515,558. Grain Door. Richard Ebling, Elkhorn, Wis. Grain tight connection between the door and the doorway is effected by moving the door inwardly toward the side of the car. A track is carried by the side of the car, the combination including inner and outer flanges, one of the flanges turning inwardly at a given point and the other of the flanges turning inwardly at a point spaced therefrom, swivell door hangers carried by the door and including wheels separately co-operating with the flanges for guiding the door inwardly towards the side of the car, a stationary guide, and devices carried by the lower edge of the door, slidable along the guide, and slidable with reference to the door, permitting travel of the door and movement outwardly from the side of the car, said devices on the lower edge of the door being each of plate form, and each having its ends turned in opposite directions for respective engaging the stationary guide.

Insurance Notes.

Claiming against an insurance company for a particular average loss on certain parcels of wheat and maize lying in a warehouse at Rosario, Argentina, Wm. H. Muller & Co. appealed to the House of Lords against a decision of the Court of Appeal, which had decided against it. The Lord Chancellor and other Lords allowed its appeal with costs.

Sweet Springs, Mo.—The Missouri Supreme Court on Nov. 27 affirmed a judgment awarding the Farmers Elevator Co. \$27,223 damages against the Missouri Pacific Railroad Co., for the burning of its elevator and warehouse on Sept. 30, 1918, the fire having been started by a spark from a locomotive engine.

The home office of the Ohio Millers Mutual Fire Insurance Co. is being removed from Canton, O., to Columbus, O. We will take over the administration and supervision of the business of all the Flour Mill Mutuals in the State of Ohio beginning with Jan. 1, 1925. We have already taken an option on a considerable amount of office space in the Rowlands Bldg. and expect to occupy this about the first of the year.—J. C. Adderly, pres. Ohio Millers Mutual Fire Insurance Co.

Keeping the elevator clean is one of the best ways to prevent fire; but a few owners whose elevators are so poorly designed that they cannot be kept clean without considerable labor object to the requirements of the insurance companies. The burden of bad architecture and engineering is that of the owner, who should bear it himself, instead of shifting it upon the insurance company. When a mutual company cancels his policy because he is a poor housekeeper he rightly is forced to bear the burden.

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GRAIN FUTURES ADMINISTRATION Report for the year ended June 30, 1924, has just been issued by the U. S. Dept. of Agriculture and contains practically all the tabulated records of future trading accumulated by the Administration, and numerous charts. The volume of trading is well shown. Paper, 12 pages; U. S. Dept. of Agriculture, Washington, D. C.

The GRAIN DEALERS JOURNAL.

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Hundreds of grain men have said that about the Hartford Blanket Policy grain coverage. Instead of taking out policy after policy on grain as it comes in, the mill or elevator manager takes out one policy for the year, sending in a report of the grain as it is received. The premium is charged on the amount of grain on hand. **Every bushel is covered at all times.**

It will pay any grain man to get full particulars on this valuable protection. Your request will receive prompt and careful attention.



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We write Fire & Tornado Insurance on Grain Elevators, Residence and Mercantile property.

The premium return has averaged 50% for 22 years.

Write the Secretary for application blanks.

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W. J. Shanard, Vice Pres.

E. H. Moreland, Secy.
W. Z. Sharp, Treas.

COLD WEATHER HAZARDS

HEATING—Watch the stove.

LIGHTING—Lamps and Lanterns are safe, if YOU make them so.

POWER—Gasoline and oil engines are a little slow this time of year; the careful man doesn't take unnecessary chances in getting them started.

OILING—Should have more attention in winter than in summer.



C. A. McCOTTER
Secretary
Indianapolis
Indiana

LIGHTNING—A menace to the Country Elevator. Make your House Safe.

Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA

J. A. KING, President GEO. A. WELLS, Secretary
A Legal Reserve Mutual Fire Insurance Company

FIRE BARRELS

MORE fires in mills and elevators are extinguished with barrels and buckets than by any other means.

Wooden barrels or crocks with brine (4 pounds of salt to gallon of water), are good.

Metal tanks with Calcium Chloride solution (3 pounds per gallon at zero, increasing to five pounds to protect against freezing at 40° below), are better.

Stir well and often.

Prepare now for winter.

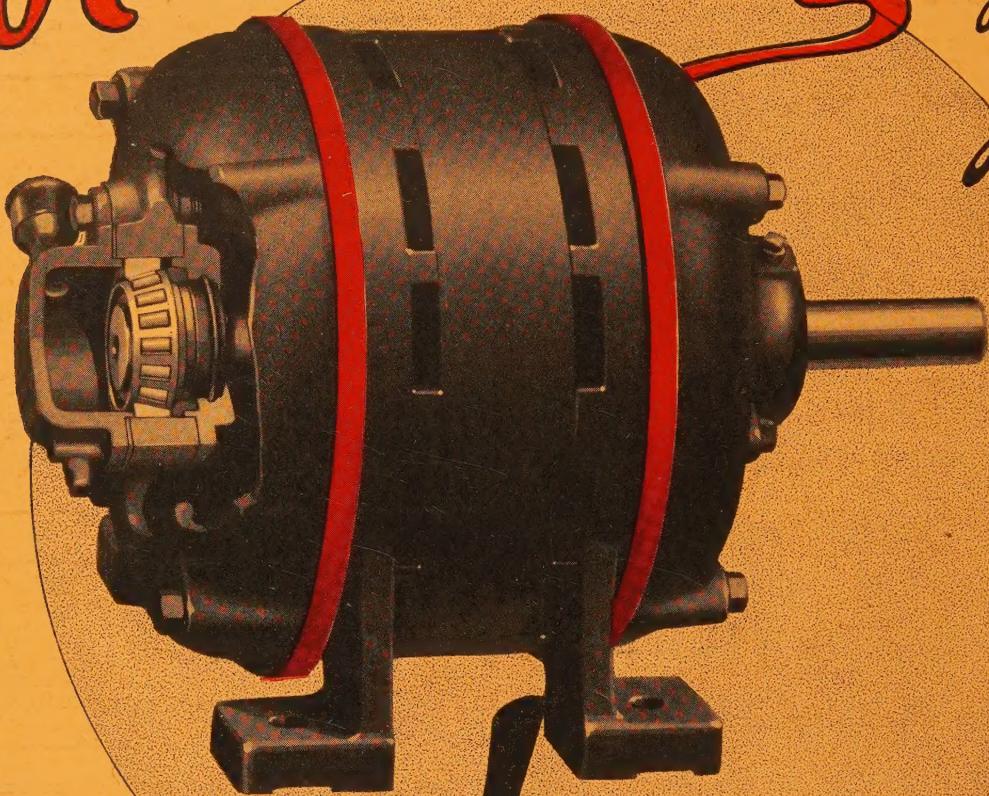
MUTUAL FIRE PREVENTION BUREAU

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Representing the
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(55)

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